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Hongkong, 1st October, 1908. [a1375-3]

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[a45]

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Hongkong, 14th November, 1908. Hongkong. [a1555]

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**WM. MEYERINK & CO.,**  
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Hongkong, 5th September, 1908. 114  
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**REUTER, BROCKELMANN & Co.**  
Hongkong, 14th November, 1908. 1566  
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THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
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Hongkong, 1st December, 1908. [1628]  
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Hongkong, 5th March, 1907. 42

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CALIBRE 7.65 mm.  
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Hongkong, 13th March, 1907. 555

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Every Comfort.  
Ladies' Afternoon Tea Rooms.  
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A HIGH CLASS PRIVATE HOTEL.  
Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard Rooms.  
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Electric Passenger Elevator to each floor.  
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Hongkong, 24th July, 1905. [a1475] MANAGER.

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STANDING in its own grounds with Tennis and Croquet Lawns, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour; Reduced Terms for the Summer Months. Telephone, No. 690.  
Apply to—**Mrs. F. W. WATTS,**  
"Braeside," 20, Macdonnell Road.  
Hongkong, 4th December, 1907. [a40]

**PRIVATE BOARD AND RESIDENCE**  
**MRS. GILLANDERS.**  
"CLAREMONT"  
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Hongkong, 9th February, 1907. [1326]

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MODERATE RATES.  
Telegraphic address: "Comfort," Hongkong.  
For Particulars, apply to  
**M. MATTHEW, Proprietress.**  
Hongkong, 5th October, 1908. [a1268]

**VICTORIA HOTEL**  
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Every information and Special attention given to Tourists.  
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[a1623]

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[a216] THE MANAGER.



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KOWLOON DISPENSARY.

Hongkong, 11th December, 1908. [29]

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**W. H. W. PRESS.**

HONGKONG, DECEMBER 11TH, 1908.

THE Crown Colonies have not much reason  
to bless the present Government in Eng-  
land, but the self-governing Colonies have  
at least the satisfaction of knowing that the  
Imperial Government is in sympathy with  
their efforts to solve one of the gravest  
problems which have for years been con-  
fronting them all—we mean the problem of  
Asiatic immigration. Australia, New  
Zealand and Canada have deemed it neces-  
sary to adopt drastic measures to stop the  
influx of Chinese and Japanese immigrants  
while the South African Colonies have  
awoke to the grave peril of immigration  
from India and have sought relief in the  
same way that it obtained in Australia and  
the United States. Speaking as a guest of  
the Liberal Colonial Club in London re-  
cently Colonel Sneyd expressed his entire  
agreement with the principle of the objection  
of the people of Natal and the Transvaal,  
and he agreed also that Australia should be  
reserved for the white races provided they  
proved themselves sufficiently prolific.  
"So long," he said, "as Australian states-  
men, backed by the unanimous opinion of  
the people of Australia said that their  
country could only be well governed if the  
exclusion of Asiatics were maintained, the  
Government at home must endorse that  
proposal."

The problem of finding the solution so  
far as the Indians are concerned is a much  
more difficult one than that which re-  
lates to Chinese or Japanese immigration.  
Japan has been able to solve the difficulty  
of accommodating an expanding population  
by the acquisition of territories large  
enough to absorb her overflow for many  
years to come. India, on the other hand,  
stands in great need of an outlet for her  
surplus. British East Africa has been  
suggested for colonisation by Indians. The  
suggestion has had the support of Mr.  
WINSTON CHURCHILL, if it was not he,  
in fact, who originated the idea. Men who  
have spent their lives in Africa, who have  
watched the present problems forming have  
pronounced against the idea and pointed  
out that it would simply mean recreating in  
another part of Africa the vexed problem  
now awaiting solution in Natal. It was  
probably with some knowledge of the safe  
against the proposal that Colonel SNEYD  
expressed in the speech to which we have  
alluded the opinion that "we should do  
wrong to adopt that plan unless we are con-  
vinced that the country would not attract  
and support a great white race. Whether  
it would do so or not could only be tested  
by time, and we must wait and see." This  
enables us to understand that the Under-  
Secretary meant when he said earlier in his  
speech that the immigration problem in-  
volves a lesson in patience. It is a lesson  
which will outlast the lifetime of the present  
generation of politicians.

But what of China? In Australia and  
on the Pacific Slopes of America "the real  
difficulty" is with China, and it is not an  
uncommon thing to see the statement glibly  
made that China cannot support her present  
population. "Her 450 millions," says one  
writer "are at present confined to a country  
not capable of supporting 300 millions in  
accordance with civilised ideas." Now, if we  
take the opinion of Sir ALEXANDER HOPE  
who has travelled in nearly every province  
in China, the estimate of 450 millions must  
be reduced by at least one hundred million,  
and in many of the provinces there are  
vast areas but sparsely populated. It does  
not follow that "as civilised ideas come in,  
an overflow of population is inevitable." Rather  
ought those ideas to serve in keep-  
ing the population at home, for the applica-  
tion of civilised ideas in the promotion of  
industry and trade and the exploitation of  
the mineral wealth of China should provide  
employment enough to render emigration  
unnecessary on account of any inability to  
find the means of livelihood. China is  
evidently not anxious to encourage emigra-  
tion on any large scale and if there is  
an unemployed problem in China it does  
not seem to force itself into prominence.

The French Mail of the 10th November was  
delivered in London on the 9th inst.

Vessels coming from the South are ap-  
parently encountering heavy weather, and are  
consequently arriving late.

The foreign residents registered at Tsingtau  
according to the latest published return num-  
ber 1,654 comprising 1,412 Germans, 22 Ameri-  
cans, 14 Austrians, 9 British, 7 Swiss, 7 Dutch,  
4 Russians, 8 French, 2 Danish, 2 Italians, 1  
Turkish, 9 Indians, and 161 Japanese.

It will interest lovers of music to know that  
the Hongkong Philharmonic Society intend to  
give their first concert this season on Friday,  
January 8th 1909. Local orchestral rehearsals  
are now vigorously proceeding under the able  
conductship of Mr. Denman Fuller, F.R.C.O.,  
L.R.A.M.

Inspector Ritchie, after seventeen years' ser-  
vice in the Hongkong Police, has retired from the  
force on pension and leaves for home to-morrow.  
He joined the Edinburgh Police in 1886 and  
came out to Hongkong in 1891. A very efficient  
officer, his departure will be regretted by all his  
colleagues.

At the Magistracy yesterday a Chinese  
woman was brought up on a charge of having  
attempted to commit suicide. She had gone to  
Macao and losing money at fan-tan feared the  
wrath of her husband and on arrival at Hong-  
kong jumped into the harbour. Mr. Kemp  
cautioned and discharged her.

The case in which Messrs. H. Rattoujee &  
Son were summoned for an offence under the  
Stamp Ordinance came on at the Magistracy  
yesterday before Mr. J. R. Wood. Defendants  
since the last hearing had been summoned from  
the Supreme Court. Mr. Denny, from the Crown  
Solicitors' office, appeared for the prosecution  
and asked his Worship to impose a fine in  
respect of each of the three summonses. His  
Worship inflicted a fine of \$25 in respect of each  
proceeding, \$75 in all.

Another old-established Shanghai firm is  
being converted into a Limited Liability Com-  
pany under the popular Hongkong Ordinances.  
The firm of R. Lawrie Smith & Co., artists  
decorators, complete household furnishers,  
general contractors and commission agents which  
has so long carried on a successful business at  
23 Nanjing Road, has been taken over by a  
limited liability company, with a capital of \$150,000,  
in 2,000 shares of \$75 each, only 1,500 of which are to be issued at present.

The Royal Society has awarded a Royal medal  
to Professor John Milne on the ground of his  
pre-eminent services in the modern development  
of seismological science. We may recall that  
for twenty years he was in the employment of  
the Japanese Government, and him fell the  
important task of establishing the seismic  
survey of Japan embracing nearly one thousand  
stations.

Great sums of money, the British Consul  
says, have been expended on Government en-  
terprises of all kinds at Chinan-fu, in Shantung,  
such as the mint, the arsenal, numerous schools  
and colleges, a model reformatory, two indus-  
trial schools, an agricultural college and forestry  
department, a steam silk flature, a steam flour  
mill, dredgers and much else, though now, since  
the accession to office of the present Governor,  
a policy of strict retrenchment which the Ger-  
man press in Tsingtau picturesquely charac-  
terises as "the iron broom" has set in with  
results still to be seen.

The new Emperor is to be known as Hsuan  
T'ang. Now, according to Stent, says (a writer  
the *Shanghai Mercury*) Hsuan means "to  
proclaim, to declare, or to read loudly." T'ang  
means "lead, a leader, the beginning, or the  
whole." A very pretty field lies here for the  
ingenious, or ingenious, translator. The new  
baby ruler may be the "proclaimed leader," and  
if so, whom is he to lead, where is he to lead  
them, and against whom? Or he may be the  
"declared origin" of a new era, the "proclaimed  
beginning" of a fresh regime, or a score of other  
things. It does not seem that these titles are  
necessarily prophetic. "Kwangsu," the official  
name of the late Emperor, literally means "con-  
tinuation of glory," not perhaps the epithet  
which will be most eagerly seized on by  
historians of the future to describe his reign.  
So "T'anghohi," the name of the predecessor,  
means "Peace and order," the "peace" being  
that which was won by rebellion and foreign  
war, and the "order" such as followed the  
exhaustion brought about by them. The *China  
Times* says that "Hsuan T'ang" means "to  
publish to all," it does not say what is to be  
published. That is one of the charms common  
to telegraphese and wen-li alike.

The Spanish Consul of Shanghai, Mr. A. F.  
Ariza, upon his investigation into the pro-  
fessional conduct of Mr. G. D. Musso with  
reference to the registration as a Spanish  
protégé of Wong Chow-sun has found that so  
far as the Spanish Consulate was concerned, Mr.  
Musso's conduct was throughout correct.  
Although the fees paid by the woman to Mr.  
Musso were paid at the time she was recognized  
as a Spanish protégé the Court could not enter  
into the merits of this point, an agreement  
between Counsel and client having intervened,  
which the Court would not be justified in dis-  
cussing. At the same time, as the Court would  
have been ready to pass censure, if necessary,  
upon Mr. Musso, within the limits of its  
jurisdiction, it takes opportunity of praising  
Mr. Musso for having undertaken in divers  
instances the defence in *forma pauperis* of poor  
Spaniards, which, within the knowledge of the  
Court, involved considerable loss of time to him.  
The Mixed Court recently withdrew its per-  
mission for Mr. Musso to appear in that Court  
on account of this case.

# A SOLDIER'S DEATH.

Bather a gruesome story was told at the  
inquiry held at the Magistracy yesterday into  
the circumstances attending the death of Lance  
Corpl. Smith, of the Buffs Regiment. Mr. J. H.  
Kemp conducted the inquiry and the jury was  
composed of Messrs. A. Sinclair, W. Hendrick,  
and L. V. Langstein.

Detective-Sergeant Appleton spoke to being  
called to Murray Barracks on November 27th  
where, on the east side between the oil store and  
the bread store, he found a large pool of blood.  
He traced the blood marks to the door of  
the guard room, about 50 yards distant.  
He examined the ground, but found no  
signs of a struggle. The razor prodded  
was handed to witness by the adjutant. At the  
military mortuary witness saw the body of  
deceased, there being a large cut in the throat  
and teeth-marks on one of his hands. A perusal  
of deceased's correspondence threw no light on  
the subject.

Medical Officer Parry, R.A.M.C., stated that  
when he examined the body he found a large  
incisive wound about four and half inches long,  
about the larynx. It was a clean cut wound,  
and was deeper on the left side than the right.  
He also examined the body, and the only other  
marks of violence were teeth marks on the left  
wrist, the impression corresponding to the teeth  
of deceased. Witness was of opinion that this  
wound was self-inflicted.

Corporal Potter stated that he was returning  
to barracks when on getting near the oil stores  
he heard some one gasping for breath. A mo-  
ment later a man rushed out and fell at witness's  
feet. Witness saw that he was bleeding from  
the throat, and almost immediately the man got  
up and rushed towards him. Witness got the  
stretcher, and deceased was taken away.

Private Smith, who was in the company of  
the previous witness, stated that while the  
stretcher was being fetched deceased rushed at  
him in such a manner that witness ran to the  
guard room. Deceased followed, and came up  
the steps part way, and then fell down. On an  
endeavour being made to get him into the  
stretcher a violent struggle took place. Deceased  
was well liked by every one.

Another witness stated that near the place  
where he found the blood-stained razor he dis-  
covered a cap belonging to Private Marshall.  
Mr. Kemp—I may say that the presence of  
Private Marshall's cap will be explained by a  
witness who cannot attend to-day, but who will  
be called at the next adjournment.

Witness added that deceased knew Private  
Marshall and was on friendly terms with him,  
being in the band together.  
In consequence of four witnesses being unable  
to attend, the inquiry was adjourned until  
to-day (Friday).

# TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

# BRITAIN'S NAVAL POLICY.

LONDON, December 10th.  
The British Admirals have had a  
meeting at which they urged a  
stronger naval policy.

# "NEAR EASTERN" SITUATION.

LONDON, December 10th.  
Vienna anticipates a settlement of  
the "Near Eastern" situation. Great  
fears, however, are entertained else-  
where.

# THE UNITED STATES BUDGET.

LONDON, December 10th.  
It is anticipated that the United  
States will have to meet a deficit of  
143 millions.

# WINTER GALES.

LONDON, December 10th.  
A violent gale is raging in the  
English Channel.

# A SHANGHAI LIBEL ACTION.

SHANGHAI, December 10th.  
The action for alleged libel by Mr.  
E. T. Bethel against the "North  
China Daily News" is concluded.  
Plaintiff has been awarded \$3,000.

[REUTERS'S SERVICE.]

# GERMANY AND THE NEAR EAST.

LONDON, December 8th.  
Prince Buelow speaking in the Reichstag  
said he wished to see the New Turkey  
strengthened politically and economically.  
In regard to the Balkans, Germany had left  
to other and more interested powers, the  
lead at the diplomatic gate but he empha-  
tically affirmed loyalty to Austria. Count  
Ivolsky had assured him that no Anglo-  
Russian understanding existed against  
Germany. The Prince welcomed the Japan-  
American agreement as absolutely in accord  
with the principles of German policy in the  
Far East as expressed in the Anglo-German  
Agreement of 1900 to which Japan adhered.  
The Prince concluded by saying that Ger-  
many would strenuously work for peace in  
the Balkans.

# THE UNITED STATES.

LONDON, December 8th.  
President Roosevelt in a message to Con-  
gress dwells on the prosperity of the country,  
reiterates his views on Trusts, advocates  
industrial co-partnerships, and condemns  
delays and denials of justice through the  
Judges' subservience to petty technicalities.  
Foreign policy must, he says, be based on  
principle prevailing between honourable in-  
dividuals. The President pays a high com-  
pliment to the great progress of Japan and  
thinks her for the generous hospitality  
extended to the fleet, urges the completion,  
as soon as possible, of four battleships, the  
creation of a general staff of the navy, and  
the most rapid building of the Panama canal.  
A series of photographs is attached to the  
Message showing the appalling destruction  
caused in North China through deforsta-  
tion.

# THE BANDMANN COMEDY COMPANY.

Owing to the delay in the arrival of the  
English mail steamer the Bandmann Comedy  
Co. were unable to open their season at the  
Theatre last night, and we are asked to announce  
that the comedy "The Lady of Ostend," which  
was advertised for this evening is withdrawn,  
and the very popular comedy "Lady Frederick"  
will be given instead. Tickets taken for  
Thursday will hold good for this evening and  
those who have taken tickets for the performance  
of "The Lady of Ostend" can either have  
their money returned or exchange them for  
seats at this evening's performance of "Lady  
Frederick." If circumstances admit, a matinee  
performance of "The Lady of Ostend" may  
be given during the Company's stay in the  
Colony.

A Shanghai contemporary states that the  
action, Heck v. Arnold, Karberg and Co.,  
which was originated many months ago in the  
German Consular Court here, will be argued in  
the Appeal Court at Leipzig this month. The  
action was brought by the plaintiff for recovery  
of damages against Messrs. Arnold, Karberg  
and Co. for alleged wrongful dismissal, and, on  
account of the nature of the case, it created  
much interest here. The defendants gave as  
one of their grounds for dismissal that the  
plaintiff had refused to do work after five o'clock  
in the evening, and in answer to this the plaintiff  
referred to the practice in British firms, where  
the closing hour was five o'clock. Judgment  
was given for the defendants, and it is the appeal  
against this decision that is now being heard.

# SUPREME COURT.

Thursday, 10th December.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (Sir  
F. FERGUSON).

A COMPROMISE'S LIABILITY.  
The hearing was continued of the action in  
which S. J. David and Company, merchants,  
sued Chan Ut Chui, a compradore formerly in  
their employ, for the recovery of \$648,816 the  
amount of damages due under agreement.  
Defendant counterclaimed for the return of his  
security, \$55,000, alleging that he had fulfilled  
the terms of his contract.

Hon. Mr. Pollock, K.C., instructed by Mr.  
Jackson, of Messrs. Johnson, Stokes and Mas-  
ter, appeared for the plaintiffs, while defendant  
was represented by Sir Henry Berkeley, K.C.,  
instructed by Mr. J. Scott Harston.

Sir Henry Berkeley said he intended to move  
for judgment on the facts before the Court, and  
if the Court was unable to give the judgment  
he asked for he would suggest that an inquiry  
similar to that which his Lordship ordered in  
the case of Chan Kee and Sassoon be directed.  
Counsel proposed to put in certain documents  
which were admitted by the other side.

Mr. Pollock—My friend is not entitled to put  
in any documents without calling evidence.  
Sir Henry Berkeley said the documents con-  
tained a record of matters that had passed.  
His Lordship—You will have to prove the  
reports.

Sir Henry Berkeley—They are admitted by  
the other side. Proceeding, Counsel said he  
desired first of all to direct the attention of the  
Court to the nature of the action, and to the  
parties to it. His Lordship would see that the  
parties were Messrs. S. J. David and Co. and  
Chan Ut Chui, and that the action was confined  
to a claim to recover damages from the defendant  
to recoup the plaintiffs for losses sustained by  
them on contracts made for the sale of yarn  
with certain Chinese persons in this Colony for  
whom the defendant was stated to be surety.  
This was a specific action, and there was no  
other question before the Court. The sole  
question was whether the plaintiffs were entitled  
to recover in this action from the defendant any  
sum in respect of the losses which they  
sustained. He submitted that there was no  
agreement between the parties; it was absolutely  
imaginary on the part of the plaintiffs. When  
his Lordship read paragraph 3 of the statement  
of claim, Sir Henry Berkeley had no doubt that  
he imagined that his learned friend was quoting  
part of an agreement between the parties. If  
his Lordship got the strongest pair of mag-  
nifying glasses in the Colony, and looked the  
agreement through from beginning to end, he  
would not find one single word justifying any such  
allegation on the part of the plaintiffs. What  
his friend had done was to misquote the proviso  
for redemption, and endeavour to convert it  
into an agreement or a covenant to pay. He  
had absolutely mistaken the remedy in this case.  
Instead of bringing an action to foreclose the  
security, the plaintiffs had brought an action  
for damages for breach of contract, placing the  
defendant, as it were, on a footing with the  
Chinese contractors for whom he was surety  
under the mortgage.

His Lordship—It is customary here, ap-  
parently, to link on the compradore agreement  
with the compradore mortgage. That is pre-  
cisely what was done in Chan Kee's case, and  
there I held that it was proper.

Sir Henry Berkeley—The facts are not the  
same in the two cases.

His Lordship—Does anything turn on this  
somewhat technical point that only Mr. David  
is a party?

Sir Henry Berkeley said that was one of his  
points. He submitted that the defendant con-  
tracted in two capacities. He had made with  
the plaintiffs an agreement as their servant;  
and he had also executed a mortgage to Mr. A.  
J. David. There had been no assignment of  
that mortgage by Mr. A. J. David to Messrs.  
S. J. David and Co. Counsel submitted that in  
the absence of any assignment of that mort-  
gage from Mr. A. J. David to Messrs. S. J.  
David and Co. the plaintiffs had no *locus standi*  
to sue the defendant in this case.

His Lordship—Supposing this mortgage were  
foreclosed, and the money was recovered under  
it, would not that money belong to the firm?

Sir Henry Berkeley—It does not follow that  
because A. J. David is a partner in the firm that  
he is in accord with the rest of the partners for  
the enforcement of this security. They should  
have made him a party to these proceedings.  
We have made no assignment of any mortgage  
to S. J. David and Co. The mortgage is not  
suing us, and nobody but he can sue us. Pro-  
ceeding, Counsel submitted that the plaintiffs  
could not sue on any covenant in the mortgage.  
He submitted further that the two documents  
—the mortgage and the agreement—having  
been made between different parties, could  
not be read together. In Chan Kee's case  
the mortgage and the agreement were be-  
tween the same parties. The first point he  
wished to raise was that the plaintiffs could not  
sue, and that the defendant was entitled to judg-  
ment because of the manner in which the action  
was brought. His second point was that the  
mortgage, having been made to A. J. David,  
could not be regarded as incorporated into the  
agreement made with different persons, S. J.  
David and Co. In the proviso for redemption  
that, if the defendant did not pay, he lost his  
mortgaged property, there was not a single  
word which could be construed into an obli-  
gation compelling him to pay whether he wanted  
to save his property or not.

The hearing was adjourned.

How to be BEAUTIFUL—Keep your com-  
plexion, Mrs. Ellen's Crème Charmante, Lait  
Charmant and Special Skin Tonic and Poudre  
Charmante will enable you to do it. Her  
Specialties for the Skin are the study of a  
lifetime. A. S. Watson & Co. Ltd. Sole Agents.  
[622]

# IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GONPERTEZ (ACTING  
PUNISH JUDGE).

# INCOMPLETE PARTICULARS.

Action was brought by Man Yeung Chi,  
a widow, against Mok Lei Pan, compradore, to  
recover \$1,000 due under a promissory note made  
in favour of Man In, deceased. There was also  
a counter claim for \$1212, of which \$212 was  
waived in order to bring the claim within the  
summary jurisdiction of the Court.

Mr. C. F. Dixon of Messrs. Hastings and  
Hastings appeared for the plaintiff, and Mr.  
G. E. Morrell (of Messrs. Goldring, Barlow and  
Morrell) represented the defendant.

On the claim judgment was entered for  
plaintiff with costs, and a stay of execution  
granted by consent.

Mr. Dixon stated that in connection with the  
counter claim he applied for further particulars  
regarding the items in the claim on the 27th of  
last month. His Lordship made an order for  
further particulars, but they had not yet been  
furnished.

Mr. Morrell—My friend is not quite right  
I furnished him with particulars this morning.

Mr. Dixon—This is what he has given me,  
"Three sons at \$4 each per month." I want  
dates.

His Lordship—Have you got the dates, Mr.  
Morrell?

Mr. Morrell—Not the exact dates. It is for  
board for seven years.

His Lordship—I think you will have to give  
the dates. That is a very important part.

Mr. Morrell—The three sons were boarded  
since April 7th, 1902. The eldest son left him  
in 1904; another left him in 1907; and the third  
was still living with him.

The hearing was adjourned.

# LOCAL SPORT.

# CRICKET.

"KING ALFRED" V. BUFFS.

Through the courtesy of the committee of the  
Hongkong Cricket Club, teams representing the  
Buffs and H.M.S. *King Alfred* were enabled to  
play an all-day match at the Club's ground  
yesterday. The officers of the *King Alfred* and  
the regiment were "at home" to their friends,  
and the Buffs Band discoursed music during the  
afternoon. The match was won by the military  
team by 87 runs. Scores and analyses follow—

# KING ALFRED.

Mont. Tovey, b. Baird	10	0	0
Mr. Johnson, c. and b. Baird	0	0	0
Comdr. Lewis, c. Green, b. Anderson	2	0	0
Eng. Lt. Edwards, b. Baird	18	0	0
Sub. Lt. Haddon, c. Greenway, b. Hill	0	0	0
Lieut. Mullenen, c. Wedd, b. Hill	0	0	0
Eng. Sub. Lieut. Martin, b. Baird	13	0	0
Lieut. Tweddie, b. Baird	24	0	0
Mr. Hamilton, b. Baird	1	0	0
Capt. Clinton, Baker, c. Baird, b. Anderson	1	0	0
Mr. Firth, not out	1	0	0
Extras	8	0	0
Total	73	0	0

# BOWLING ANALYSIS.

Baird	13.5	4	17	5
Anderson	9	4	31	2
Hill	3	0	15	2

Greenway, b. Lewis	0	0	0
Green, run out	0	0	0
Anderson, c. Tovey, b. Mullenen	27	0	0
Mr. Col. Hayward, b. Haddon	35	0	0
Baird, b. Lewis	35	0	0
Turner, b. Haddon	30	0	0
Hill run out	9	0	0
Wedd, c. Hamilton, b. Lewis	18	0	0
Worthington, b. Lewis	1	0	0
Fother, c. Johnson, b. Lewis	2	0	0
Crookenden, not out	3	0	0
Extras	8	0	0

# BOWLING ANALYSIS.

Mullenen	12	4	17	5
Lewis	9	3	39	5
Haddon	8	0	42	2

# HOCKEY.

A match between the H. K. S. B. R. G. A.  
and a team representing the Navy







## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PRESS CODES: A.B.C. 6th Ed. Lieber's. P.C. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## TO LET.

**G**ODOWN in Warehouse 100 by 50, 885 per month; also open air space adjoining 125 by 100. Apply to— Box 1012. Care of "Daily Press" Office. Hongkong, 11th December, 1908. [1655]

## FROM NEW YORK

## THE H.A.L. Steamship

**"ARAGONIA"**  
Captain Meyer, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their goods from alongside. Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY. Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk and expense. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., 3 p.m. No Fire Insurance has been effected. **HAMBURG-AMERIKA LINIE,** Hongkong Office. Hongkong, 10th December, 1908. [1654]

## NAVIGAZIONE GENERALE ITALIANA.

(Florida and Rubattino United Companies.)

## NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

## THE Steamship

## "ISCHIA"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately. All Claims must be sent to the Office of the undersigned before Noon on the 21st inst., or they will not be recognized. All Claims will be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 17th inst., at 9.30 a.m. No Fire Insurance has been effected. **CARLOWITZ & Co.,** Agents. Hongkong, 10th December, 1908. [4]

## ON SALE.

## A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 34 years From 1874 to 1907. Price 2d Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

## IRON GRIT, Round or Angular for Stone

sawing, dressing and polishing. Also all other kinds of abrasives for stone working.

**EDWARDS, MACDOUGAL & Co.,** 180, West Regent Street, GLASGOW, Scotland, Buying Agents Wanted. [1611]

**FOR SALE** A Quantity of NETTING for TENNIS COURTS, etc., at less than half cost. **TABLE BILLIARD SETS, SLATE BEDS,** from \$40.00. May be seen by appointment. **CINA EXPRESS CO.,** 3, DUNDRELL STREET. Hongkong, 28th November, 1908. [1050]

## XMAS GIFTS

## CAMERAS

OF LATEST AND UP-TO-DATE STYLE.

Inspection cordially invited.

## A TACK &amp; CO.

26, DES VUEX ROAD, CENTRAL. Hongkong, 27th November, 1908. [91]

## A LING &amp; CO.

19, QUEEN'S ROAD CENTRAL. FURNITURE AND PHOTO GOODS STORE. Photographic Goods of every Description in Stock. Developing and Printing Undertaken. Hongkong, 31st July, 1907. [1448]

## ENTERTAINMENT

## THEATRE ROYAL CITY HALL.

## MAURICE E. BANDMANN PRESENTS THE BANDMANN COMEDY CO.

Including: Miss FLORENCE HAMER. **GRAND OPENING NIGHT: TO-NIGHT (FRIDAY), Dec. 11th, "LADY FREDERICK."** Which has Broken all Records at Five London Theatres.

**TO-MORROW (SATURDAY), Dec. 12th, THE SILVER KING.**

**MONDAY, Dec. 14th, THE NIGHT OF THE PARTY.**

**TUESDAY, Dec. 15th, THE FLAG LIEUTENANT.**

**WEDNESDAY, Dec. 16th, MRS. DOT.**

**THURSDAY, Dec. 17th, A ROYAL DIVORCE.**

**FRIDAY, Dec. 18th, MRS. WIGGS OF THE CABBAGE PATCH.**

**SATURDAY, Dec. 19th, ZAZA.**

**MONDAY, Dec. 21st, THE SCARLET PIMPERNEL.**

**TUESDAY, Dec. 22nd, JACK STRAW.**

**WEDNESDAY, Dec. 23rd, DIANA OF DOBSON'S.**

**THURSDAY, Dec. 24th, THE GAY LORD QUEX.**

Plan of Seats Now Ready at MOUTRIE & Co. PRICES: 8s, 2s & 1s. Doors Open 8.30 p.m. Commence 9 p.m. Late Trains will leave for the Peak 15 minutes after the performance. Hongkong, 10th December, 1908. [1653]

## BAZAAR

IN AID OF THE

Poor Chinese Orphans of the

ASILE DE LA SAINTE ENFANCE.

**U**NDER the Distinguished Patronage of His Excellency SIR FREDERICK LUGARD, K.C.M.G., C.B., D.S.O. The French Sisters have the honour to announce that their ANNUAL BAZAAR will be held at the CITY HALL, on MONDAY, the 14th inst., at 2 o'clock in the afternoon. An inspection of the different Needle and Fancy Work made by their Poor Orphans requested. **ASILE DE LA SAINTE ENFANCE.** Hongkong, 2nd December, 1908. [1633]

## SINGON &amp; CO.

**IRON, STEEL, METAL and HARDWARE MERCHANTS.** Wholesale and Retail Ironmongers, Pig Iron and Foundry Cast Iron. General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [660]

## SANG MOW

BATTAN AND GRASS

FURNITURE MAKER.

CHAIRS, TABLES, SETTEES & LONG CHAIRS.

BAMBOO BLINDS, MATTINGS in all colours on Sale.

All Orders receive Prompt attention. **59A, QUEEN'S ROAD CENTRAL, HONGKONG.** Hongkong, 20th February, 1908. [401]

## MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

**CODE WORD: "DOCK"** A.I. A.B.C. and Engineering Code Used **NEW DOCK NOW OPEN.** DOCK No. 3.

Extreme Length... 722 feet. Length on Blocks... 714 " Width of Entrance on Top... 964 " Width of Entrance on Bottom... 884 " Water on Blocks at Spring Tide... 342 "

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**DOCK No. 2.** Extreme Length... 371 feet. Length on Blocks... 350 " Width of Entrance on Top... 66 " Width of Entrance on Bottom... 53 " Water on Blocks at Spring Tide... 22 "

**PATENT SLIP.** Suitable for vessels up to 1,000.

**THE WORKS** are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

**A LARGE STOCK OF MATERIALS** is always kept on hand. **THE COMPANY** has the powerful steamer "OURA-MARU" (712 tons, 700 H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready. Short Notice. [908]

## NOTICE TO KOWLOON RESIDENTS.

**EXTRA COPIES of Daily Press** are on sale daily at the following stores:— **KOWLOON BOOK STALL,** Ferry Wharf Messrs. H. RUTTOBEE & SONS, Kowloon Store No. 36, Elgin Road. Messrs. HUNG CHEONG, Elgin Road. Mr. AH YAU, Hongkong Ferry Wharf Stall.

## AUCTIONS

## PRELIMINARY NOTICE.

## PUBLIC AUCTION.

**THE** Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, ON WEDNESDAY, THURSDAY & FRIDAY, the 16th, 17th and 18th December, 1908, commencing each day at 2.30 p.m., at their SALES ROOMS, No. 8, Des Vaux Road, (corner of Ice House Street), A MAGNIFICENT COLLECTION OF JAPANESE SILK EMBROIDERIES, BROCADES and ANTIQUE and MODERN JAPANESE CURIOS. (Particulars will be published later.) Catalogues will be issued. TERMS:—As usual. **HUGHES & HOUGH,** Auctioneers. Hongkong, 8th December, 1908. [1649]

## PUBLIC AUCTION.

**THE** Undersigned have received instructions to Sell by Public Auction, On MONDAY and TUESDAY, the 21st and 22nd December, 1908, at 10 a.m., at H.M. NAVAL ESTABLISHMENT, SUNDRY OLD and SURPLUS NAVAL and VICTUALLING STORES, Comprising:— **OLD and SURPLUS NAVAL STORES:—IRON BLOCKS, HOSES, LAMPS and LANTERNS, TOOLS, OLD IRON and METAL, ELECTRIC CABLES, OLD BOILER, STEAM HAMMER, COAL SACKS, CANVAS BAGS, OLD INDIA RUBBER, OLD LEATHERS, CARPETS, MATTINGS, OLD BOATS, FURNITURE, &c., &c., &c.** **OLD and SURPLUS VICTUALLING STORES:—PROVISIONS, Seamen's CLOTHING, BLANKETS, Officers' Mess TRAPS, (A Quantity of ELECTRO-PLATED ARTICLES), IMPLEMENTS, Seamen's MESS UTENSILS, OAK STAVES, &c., &c.** Catalogues will be issued. TERMS OF SALE:—As Customary. **HUGHES & HOUGH,** Government Auctioneers. Hongkong, 8th December, 1908. [1650]

## PUBLIC AUCTION.

IN THE SUPREME COURT OF HONGKONG: ORIGINAL JURISDICTION. Action No. 21 of 1908.

**PARTICULARS AND CONDITIONS OF SALE OF THE** Undermentioned Share and Interest in LEASEHOLD PROPERTY To be Sold IN ONE LOT by **PUBLIC AUCTION,** On TUESDAY, the 22nd day of December, 1908, at 3 p.m. by **MR. GEO. P. LAMBERT,** at his Sales Room, Duddell Street.

**U**NDER the direction of ARATHOON SETH, Esquire, I.S.O., the Registrar of the Supreme Court of Hongkong, pursuant to an Order of the said Court made in the above Action on the 17th day of November, 1908, THE FOLLOWING ARE THE PARTICULARS:—

The one equal undivided SIXTH SHARE and interest of Yu Hong otherwise Yu Lok No. 81 and in all the Easements or Parcel of Land registered in the Land Office as Section "D" of Marine Lot No. 81, which has been carved for the matter of Mortgage into Two Sections in the Subsection 1 of Section "D" of Marine Lot No. 81, together with the Messuages of Tenements thereon known as Nos. 324, 326 and 328, Des Vaux Road, West, and No. 2, Sung Hing Lane, and the Remaining Portion of Section "D" of Marine Lot No. 81, together with the Messuages and Tenements thereon known as Nos. 4, 6, 8, 10, 12, 16 and 18, Sung Hing Lane.

The said premises are held for the residue of the term of 99 years from the 12th day of December, 1845, granted by a Crown Lease, dated the 12th day of July, 1857, subject to the payment of the Crown Rent and to the performance of the covenants in the said Crown Lease reserved and contained:—As to the Remaining Portion of Section "D" of Marine Lot No. 81, the said premises are held subject to an Indenture of Mortgage registered in the Land Office as Memorandum No. 41133 and to the principal sum of \$22,000, and interest thereon.

For further particulars and conditions of Sale apply to **Messrs. D'ALMADA & SMITH,** Solicitors for the Vendor, **MR. GEO. P. LAMBERT,** Auctioneer. Hongkong, 8th December, 1908. [1651]

## COLD STORAGE.

**THE HONGKONG ICE COMPANY, LTD.,** have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 a.m. and 4 p.m. daily, Sunday excepted, to receive and deliver perishable goods. **G. K. HATTON, Manager.** Hongkong 1st April, 1908. [65]

## TO LET.

**ROOMS in HOTEL MANSIONS,** suitable for Office or Chambers. Apply to— **HENRY HUMPHREYS,** Alexandra Buildings. Hongkong, 11th November, 1908. [550]

## TO LET.

**No. 14, SEYMOUR TERRACE.** Possession from 1st January, 1909. Apply to— **THE COMPAGNIE DE LA PROPRIETE, Messrs. GIBB, LIVINGSTON & Co.,** St. George's Building. Hongkong, 2nd December, 1908. [1634]

## TO LET.

**G**ODOWN, No. 5A, DUNDRELL STREET. Apply to— **THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.** Hongkong, 1st December, 1908. [823]

## TO LET.

## TO LET.

**No. 52, CAINE ROAD.** Apply to— **SAM WANG CO., LTD.,** 81, Queen's Road Central. Hongkong, 30th September, 1908. [90]

## TO LET.

**K**OWLOON MARINE LOT 48, Yau-mai, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to— **HUMPHREYS ESTATE AND FINANCE CO., LTD.,** Hongkong, 18th January, 1908. [221]

## TO LET.

**2, BEACONSFIELD ARCADE,** facing the Parade Ground. A 6-ROOMED HOUSE furnished or unfurnished at the Peak. **CRAIG RYRIE, No. 4, Peak, No. 55, BLOCH TERRACE, BEACONSFIELD ARCADE,** Fine Offices and Dwelling Rooms. **No. 15, QUEEN'S ROAD CENTRAL,** First & Top Floors, (over Coldbeck MacGregor), OFFICES in Queen's Road Central. **BELLILLO TERRACE HOUSES,** Robinson Road. **A GODOWN in Duddell Street.** Apply to— **LINSTEAD & DAVIS,** 3rd Floor, Alexandra Buildings. Hongkong, 27th November, 1908. [89]

## TO LET.

**FROM 1st MARCH, 1909, a FURNISHED HOUSE** at No. 1, Gough Hill, the Peak. Apply to— **THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.** Hongkong, 1st December, 1908. [1601]

## TO LET.

**ONE OFFICE ROOM,** Third Floor, New Praya 2, Opposite Murray Pier. Apply to— **SCHULDT & CO.,** Hongkong, 28th July, 1908. [1013]

## TO LET.

**"FUNG-SHUI" 121, PLANTATION ROAD THE PEAK.** This House which is admirably situated and within easy distance of the tram, is fully furnished, and contains Drawing and Dining Rooms, Three Large and One Small Bedrooms, Dressing, Bath Rooms, Pantry, Kitchen and Laundry, Servants' Quarters, Poultry House, Large Vegetable Garden (planted with English seeds) Flower Garden and Lawn. For further particulars apply to— **JOHNSON, STOKES & MASTER,** Solicitors, 8, Des Vaux Road Central. Hongkong, 6th November, 1908. [1536]

## TO LET.

**OFFICES in ALEXANDRA BUILDINGS.** Apply— **SECRETARY, A. S. WATSON & Co., Limited,** Hongkong, 23rd April, 1907. [91]

## TO LET.

**COAL YARD.** Immediate Possession. A PORTION OF THE COMPOUND of Marine Lot, No. 42, Wanchai, Praya East. Apply to— **N. MODY & CO.,** Hongkong, 23rd July, 1908. [1342]

## TO LET.

**G**ODOWN, No. 97, PRAYA EAST. Apply to— **CHATER & MODY,** Victoria Buildings. Hongkong, 19th October, 1908. [1452]

## TO LET.

**"CRAGSIDE" BARBER ROAD PEAK,** Furnished, from 17th March next. Tennis Court. Apply— **A. H. SKELTON,** Lane, Crawford & Co. Hongkong, 23rd November, 1908. [1597]

## TO LET.

**OFFICES and ROOMS** on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. SHEWAN TOMES & Co.) Apply to— **THE COMPAGNIE DE LA PROPRIETE, E. D. BAROON & CO.,** Queen's Road Central. Hongkong, 10th June, 1908. [947]

## STORAGE.

**TO BE LET,** a Portion of MARINE LOT No. 385 at NORTH POINT, Suitable for above Purpose. **EXTENSIVE WATER FRONT, DEEP WATER.** Also FOR SALE Portions of MARINE LOTS Nos. 31 & 36 on "PRAYA EAST." Approximate AREA 45,000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply— **GEO. FENWICK & Co., LTD.** Hongkong, 8th June, 1906. [84]

## TO LET.

**A HOUSE in WONG NEI CHONG ROAD.** **A HOUSE in RIFON TERRACE,** No. 10, DES VUEX ROAD CENTRAL, 1st floor. **"HATHERLEIGH,"** Conduit Road. OFFICES in YORK BUILDING. **GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 15B, Des Vaux Road** next to the HONGKONG HOTEL. **FLATS in MORETON TERRACE.** Apply to— **THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.** Hongkong, 1st December, 1908. [86]

## TO LET.

**A BERTHOLWYN, PEAK ROAD,** from 1st March next. Excellently furnished, Hot and Cold Water laid on. Tennis Court and Swimming Bath. Apply to— **HUMPHREYS ESTATE AND FINANCE CO., LTD.** Hongkong, 6th October, 1908. [1372]

## BANKS

## THE MERCANTILE BANK OF INDIA, LIMITED.

**AUTHORISED CAPITAL** ... £1,500,000  
**SUBSCRIBED** ... 1,125,000  
**PAID-UP** ... 562,000  
**RESERVE FUND** ... 210,000

**BANKERS:** LONDON JOINT STOCK BANK, LIMITED.

**INTEREST** allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

**ON FIXED DEPOSITS:**  
For 12 months ... 4 per cent.  
For 6 " ... 3 1/2 per cent.  
For 3 " ... 3 per cent.  
**EVAN ORMISTON,** Manager. Hongkong, 23rd April 1908. [23]

## THE

## YOKOHAMA SPECIE BANK LIMITED.

**CAPITAL PAID-UP** ... Yen 24,000,000  
**RESERVE FUND** ... 15,100,000

**HEAD OFFICE—YOKOHAMA.**

**BRANCHES AND AGENCIES:**  
Tokyo, Kobe, Osaka, Nagasaki, London, Lyons, New York, San Francisco, Honolulu, Bombay, Shanghai, Hankow, Chefoo, Tientsin, Peking, Nanking, Antung, Dairen, Mukden, Tieling, Changhai, Chun.

**HONGKONG—INTEREST ALLOWED.** On Current Account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposits for 12 months 5 1/2 per annum  
" " " 6 " 4 1/2 " do.  
" " " 3 " 3 1/2 " do.

**TAKEO TAKAMICHI,** Manager. Hongkong, 12th September, 1908. [524]

## NEDERLANDSCHE HANDEL-MAATSCHAPPIJ

(NEDERLANDS TRADING SOCIETY) ESTABLISHED 1824.

**PAID UP CAPITAL** FL. 45,000,000 (£3,750,000)  
**RESERVE FUND** FL. 5,752,884.84 (about £479,407)

**HEAD OFFICE: AMSTERDAM.**

**HEAD-AGENCY: BATAVIA.**

**Branches:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Paseroean, Tjilatjap, Radja (Achene) Banjarmasin.** Correspondents: at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

**LONDON BANKERS:—**

**THE UNION OF LONDON AND SMITHS BANK, LIMITED.**

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.

**INTEREST ALLOWED.**

On Current Account 2 per annum—on daily balances.  
On Fixed Deposits 12 months 4 1/2 per annum.  
" " 6 " 4 " do.  
" " 3 " 3 1/2 " do.

**J. L. VAN HOUTEN, Agent,** Hongkong, 16th July, 1908. [25]

## DEUTSCH-ASIATISCHE BANK.

**CAPITAL FULLY PAID UP.** Sh. Tael 7,500,000

**HEAD OFFICE—SHANGHAI.**

**BOARD OF DIRECTORS, BERLIN.**

**BRANCHES:** Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tsinanfu, Tientsin, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers:—  
**KOENIGLICHE SEEHANDLUNG (PREUSSISCHE STAATSBANK) Berlin.**

**DIREKTION DER DISCONTO-GESELLSCHAFT DEUTSCHE BANK & BREITENBURGER BANK.**

**BERLINER HANDELS-GESELLSCHAFT BANK FÜR HANDEL UND INDUSTRIE.**

**ROBERT WASSERHAUSEN & CO. MENDELSSOHN & CO. M. A. VON ROTHSCHILD & SOHN.**

**JACOB S. H. STEIN NORDDEUTSCHE BANK IN HAMBURG, HAMBURG. SAL OPPENHEIM, JR. & CO. Koenig.**

**BAVARISCHE HYPOTHEK- und WECHSELBANK, MÜNCHEN.**

**LONDON BANKERS:—** Messrs. N. M. ROTHSCHILD & SON: THE UNION OF LONDON AND SMITHS BANK, LIMITED.

**DEUTSCHE BANK (BERLIN), LONDON AGENCY** DIREKTION DER DISCONTO-GESELLSCHAFT.

**INTEREST** allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted.

**A. KOHN, Manager.** Hongkong, 4th December, 1907. [24]

## THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. **HEAD OFFICE—LONDON.**

**PAID-UP CAPITAL** ... £1,200,000  
**RESERVE FUND** ... £1,525,000  
**RESERVE LIABILITIES OF PROPRIETORS** ... £1,



## THE MITSUI BUSSAN KAISHA

SOLE AGENTS.

TO BE OBTAINED EVERYWHERE.

DRINK

"ASAHI" &amp; "SAPPORO" BEER

## INTIMATIONS

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN THAT IP WING CHO, FUNG CHI YU, IP KAM KWONG, WONG YAT WAN and RUN LAM SANG, trading together in Co-partnership as the TUNG FU TAI Firm of No. 69, Connaught Road West Victoria Hongkong, on the 28th day of August, 1903 applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARKS:-

(1) The representation of two Chinese children in a state of great joy, one has his hands outstretched towards the other who is bending down with hands outstretched towards three cash lying on the ground, on the left-hand side of the picture are the Characters 歡天喜地 meaning "To Rejoice Heavenward and Earthward" and on the bottom of the picture are the Characters 同手泰行 meaning "Tung Fu Tai Firm."

(2) The representation of a Green Tiger with the Sun Rising behind it, on the right of the picture are the Characters 上等火柴 meaning "First Class Matches" and on the left are the Characters 綠虎為記 meaning "GREEN TIGER forms (our) Mark."

In the name of IP WING CHO, FUNG CHI YU, IP KAM KWONG, WONG YAT WAN and RUN LAM SANG, trading together as the TUNG FU TAI Firm Victoria Hongkong who claim to be the Sole Proprietors thereof. The TRADE MARKS have been used by the Applicants in respect of the following goods in the following Class:-

Class 47. Facsimiles of such Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong and of the undersigned. Dated the 8th day of October, 1903. DEACON, LOOKER & DEACON, Solicitors for the Applicants.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN THAT the STANDARD OIL COMPANY OF NEW YORK, U.S.A., have on the 26th day of July, 1903, applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARKS:-

(1) The representation of a light-house with the word "Socony".

(2) The word "Socony".

In the name of the STANDARD OIL COMPANY OF NEW YORK, aforesaid who claim to be the Sole Proprietors thereof.

The TRADE MARKS have been used by the Applicants in respect of the following goods in the following Class:-

Refined Petroleum, for illuminating, heating and power purposes in Class 47.

Facsimiles of such Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong and of the undersigned.

Dated the 8th day of October, 1903. DEACON, LOOKER & DEACON, Solicitors for the Applicants.

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## NOTICES TO CONSIGNEES

EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"SIAM" having arrived. Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 14th Dec. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 14th Dec. at 9.30 A.M.

All claims must reach us before the 18th Dec., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

MELCHERS & Co., Agents.

Hongkong, 7th December, 1903.

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## NAVAL AND MILITARY NOTES.

Colonel F. H. Haynes who was stationed at Hongkong a few years ago as district paymaster, has just been transferred to Devonport as regimental accountant.

Captain T. C. Leah, Royal Garrison Artillery, who takes over duty at Hongkong, has been a gunner officer for just nine years, as he got his commission in November, 1899, and he was promoted captain last December. He served with the 17th Company Southern Division Royal Artillery in the South African war, 1900, and received the Queen's medal with two clasps. He takes over duty with the 83rd Company at Hongkong.

Lieutenant-General J. H. Wodehouse, C.B., C.M.G., British Service, to be an Army Commander, vice General Sir A. Hunter K.C.B., D.S.O., vacated, and the following promotions have recently been made in the Indian Army: to be Brevet Colonel, Lieutenant-Colonel W. H. D. Rich, Supply and Transport Officer, Lieutenants to be Captain C. V. Butler, 114th Mahattas; Nelson, 3rd Brahmins; W. S. Smith, 22nd Cavalry.

A White Paper recently issued contains statistics relating to the strength of Army on October 1 last, as compared with the strength on October 1, 1905. The strength of the Regular Army on the British establishment, exclusive of the permanent staff of Volunteer and Territorial Forces and of Colonial and Indian troops, in 1905 was 169,349, and on October 1 last 168,915. The Militia in 1905 was composed of 13,254 artillery and 69,629 infantry, while the Special Reserve on October 1 last comprised 9,355 artillery and 50,177 infantry. As to the Volunteers and Territorial Force, the former in 1905 totalled 38,852 artillery and 180,439 infantry, while the latter force last month consisted of 27,896 artillery and 117,729 infantry. The strength of the Army Reserve increased by 39,289 from 1905 to 1903, the respective figures being 94,342 and 133,631.

Truth has been hanging something to say lately about the financial difficulties of any officers in India. Mr. Labouchere writes: "There seems to be no doubt whatever that heavy indebtedness is the rule among Indian officers. One officer quotes a time-honoured saying in the Indian Service: 'As a subaltern you get into debt, as a captain you live in debt, and as a field officer you get out of debt—if you can.' This state of things is really disgraceful to the Government, which is ultimately responsible for it, especially when 'being in debt' means in India being in the hands of native usurers. The effect of it is that the Government keeps side by side with its army officers a small army of swarms to finance them over the first few years of their service."

Word has been received at Rangoon from the Secretary of State has refused the recommendation of July last of the Government of India to the Secretary of State that "Not-entitled" passages on transports might when accommodation was available and after full provision had been made for the wants of military officers and their families be granted to civil officers of any service recruited in England (including chaplains) whose pay did not exceed Rs. 850 per mensem and whose circumstances rendered the grant of such a concession, as also for their families desirable. The Secretary of State, in replying, pointed out that the new rules, under which officers of the British services, when travelling by Government transports on duty to or from India, are entitled to passages for their families, involve a great restriction of the accommodation remaining for "not-entitled" military officers and their families, that in many transport cases there will be no such spare accommodation at all; and that when there is any, it will rarely, if ever, be more than enough to satisfy the claims of military applicants, who are already greatly in excess of the vacancies available; and whose claims would have to be met before applications from civil officers and their families could be entertained. The Secretary of State does not, therefore, consider it advisable to extend to the latter an eligibility which would necessarily be almost entirely lost. Accordingly applications for the grant of non-entitled passages by transport for civil officers (including chaplains) and their families should not be submitted to the Army department. Applications for passages for chaplains and their families should only be submitted when exceptional circumstances are present, and when certain specified conditions are satisfied.

A Home paper understands that a new crew will be sent out to the cruiser Bedford early in the new year to recommission her for further service in Far Eastern waters.

Engineer Rear-Admiral John Evans Chase has retired from H.M. Navy after 36 years service. He was engineer-in-charge (1867-6) of the gunboat Cockchafer by the China station, in which he was present at the bombardment of Keelung and in the operations at Tamsui, Formosa, during the Franco-Chinese war; and January, 1899, he was appointed to H.M.S. Terrible, and served in her, under Captain (now Rear-Admiral) Percy Scott, in South Africa in 1899 and 1900 (medal), and in North China during Boxer troubles (medal).

The Navy Department of the United States has decided to adopt a certain shade of what may be described as slate colour for a number of the vessels of war, the colour to be applied to the above-water portions of the ship, including the exterior of the small boats. The colour will be applied to the New Hampshire, Idaho, Mississippi, Montana, North Carolina, and the three scout cruisers. It has been decided to adapt the paint with a "flat surface," which, in painters' parlance, distinguishes it from a glossy surface, which reflects the light. This means putting a "war colour" of paint on the naval ships, and while it does not add to their attractiveness in the least, it will afford an opportunity to observe directly the effect of the colour which would be used in time of trouble. The Department will take up the question whether this paint shall be applied to naval yachts, converted cruisers, auxiliary vessels, supply ships, and yard craft, and whether the torpedo boats and the new, newly-adopted slate colour in place of the dark olive which has been pronounced so satisfactory in the case of those vessels.

## MR. TAFT'S TALISMAN.

To be in the thick of it; that is to live, Mr. Taft has expressed as being the sum total of his existence, says a writer in the "Penny Magazine." Mr. Taft works twelve hours every day of the week, and he allows himself but two meals a day. Everything he does is carried out with an extraordinary spirit, for his lamp of vitality never burns low. He will go on working like a steam engine, in all likelihood until the day of his death. No wonder then, that they call him "the steam engine in trousers." Under the crown of his hat he carries a little American flag. It is his talisman, and he has always said that every day he did under the flag should be done with every effort of which he was capable.

## THE COTTON TRADE.

The following communications in reference to an important development in the cotton trade are published in the Home papers:-

International Federation of Master Cotton Spinners and Manufacturers' Associations, 15, Cross-street, Manchester, Nov. 10, 1903.

Sir, I am instructed by the Chairman of the International Federation of Master Cotton Spinners and Manufacturers' Associations to send you for publication enclosed copy of a letter received to-day by him from the United States Department of Agriculture, asking him to suggest the names of cotton experts to attend a conference which will be called early next year for the purpose of establishing nine grades of American cotton.

This conference, in the opinion of Mr. C. W. Macara, is a development which, if carried out successfully, will prove to be of enormous advantage to the cotton industry. It is, no doubt, a direct outcome of the International Conference of the Spinners of the World and the Cotton Planters of America, held in the autumn of last year at Atlanta, Ga., at which 118 European delegates attended under the auspices of the International Federation.

The question of nominating the cotton experts will be dealt with amongst other important matters at the next meeting of the International Committee, which will be held on December 1st and 2nd in Geneva.

Yours faithfully,

ALNO SCHMIDT, Secretary.

United States Department of Agriculture, Bureau of Plant Industry, Washington, D.C., October 30th, 1903.

Mr. C. W. Macara, chairman, International Federation of Cotton Spinners, Manchester.

Dear Sir, The Congress of the United States has directed that the Secretary of Agriculture of the American Government shall establish official standards of nine grades of American cotton. The object of this legislation is to have one set of standards for the entire country, so as to secure uniformity in price-quotations and eliminate as much reclamation as possible, there being at the present time different standards of cotton in different parts of the United States. The effect of it is that the cotton trade, and the spinner.

Correspondence and discussion have shown it to be most desirable that a conference be held, with a view to establishing an international standard for American cotton. It is, therefore, the intention to invite a committee to meet in conference with the Department of Agriculture in Washington early in 1904. Any recommendation made by this conference will have very great weight in preparing the nine official cotton standards directed by Congress, and it is hoped that other countries may adopt similar standards.

It is desired to secure for this conference men of the very highest ability as cotton experts, and at the same time, men who have the very highest business standing and are thoroughly conversant with all phases of the cotton trade. Little difficulty is experienced in securing men of this character from the United States, prominent business men having already indicated their willingness to serve the cotton trade in this respect. It is thought that two or three days in Washington will be sufficient for the conference. The Department of Agriculture will refund travelling expenses of the members. All the facilities of the Department of Agriculture will be placed at the disposal of the members of the committee. They will have assembled for their information cotton standards from all the American cotton exchanges and from the foreign cotton exchanges, these exchanges having generously agreed to contribute their standards for this purpose.

It is thought that you may be able to suggest members who will attend this conference—men of the highest standard indicated above: If you could suggest the names of a number of gentlemen prominent in the cotton business, such that there could be selected from among them one man for each of the three most important cotton manufacturing nations of Europe, those names would receive very careful consideration. It is possible that members of prominent firms may be in the United States at the time of the conference, and I would suggest that you give this phase of the question careful attention, as it would seem desirable, other things being equal, to avoid the loss of time and expense connected with a special trip across the Atlantic. We shall appreciate very much any assistance that you may render in this important matter.

I will mention that it is not the intention that the members of this committee shall officially represent any cotton exchange or firm, but shall act simply in the interests of the entire cotton industry.

Very truly yours,

N. A. COBB, Crop Technologist.

REFORMING THE LANGUAGE.

PROFESSOR SKERT'S PLEA FOR SIMPLIFIED SPELLING.

An attack on what is described as the "present chaotic condition" of English spelling is to be made by the newly-organised Simplified Spelling Society, which includes, among its vice-presidents and committee a number of eminent philologists and literary men.

Professor W. W. Skeat is the president, and the following are among the vice-presidents and members of the committee:-

Andrew Carnegie, L.L.D.

Thomas J. Macnamara, M.P., L.L.D., M.A.

Sir James A. H. Murray, M.A., L.L.D., D.C.L.

B. LERT, F.R.S.

Sir William Ramsay, K.C.B., L.L.D., D.Sc., M.D.

William Archer, M.A.

H. Stanley Jevons, M.A., B.Sc.

Professor Gilbert Murray, L.L.D.

Professor A. S. Napier, D. Litt.

J. S. Westlake, M.A.

The first objective of the Society, as announced by Professor Skeat in his opening address, will be the reform of the vowel values, and an effort to approximate them to the continental standards. Professor Skeat also suggests the study of the origin of English spelling.

"Why, for example," he asks, "do we spell 'oak' with 'oa,' but 'spoke' with an 'o' and a final 'e'?" How came 'ou' to denote the diphthongal sound which is heard in the word 'house,' while the same sound is expressed by 'au' in German? How came the same symbol 'ou' to denote the 'ou' in 'soup'?

How is it that the sound of 'a' in 'cake' can be represented in at least twenty-one different ways, and the sound of 'e' in 'feet' in twenty-four different ways?

The pronunciation of our words has a regular history, which has been very fully investigated in several recent works. We now know that the word which we now call 'oak' was pronounced by King Alfred as 'aek,' and by Chaucer as 'awk.' We have one set of sounds for Anglo-Saxon, another for Middle English, another for Shakespeare's time, and another at the present day.

## MAN AND WINGS.

WHAT WILL HE DO WITH THEM?

Mr. T. F. Farman the aeronaut, has written as follows on this subject:-

To imagine what use man will make of his wings, it is necessary to recognise the fact that both the Wright Brothers' catapult and the French heavy frame and wheels will be done away with, and that the aeroplanes of the future will be very different from those which, for instance, will figure in next year's Grand Prix race just created by the Aero Club of France. That competition, with its prize of £4,000, and all the very numerous other prizes which have already been offered, together with those which will be founded for the accomplishment of aerial feats, will suffice to encourage the aviators till the moment (nearer than most people imagine) arrives when practical aeroplanes will have become marketable articles within the reach of the rich, if not of ordinary mortals. After the pioneers have, so to say, created the aerial roads, or more correctly speaking, invented a machine which, despite its thoroughness will wander at will over hill and dale, there will be as great a need for aviation as there was, and is still, for motoring. But there will be this difference—an automobile was from the first, and must remain, a comparatively expensive article, whereas the aeroplane will be relatively cheap. It will not long remain the exclusive appanage of the wealthy classes, and will surely be quickly utilised for the every-day work of the world. After the invention of the bicycle, cycling became an aristocratic sport, but prices coming down, the bicycle fell into the popular domain, and is now used by all classes of society, both for pleasure and for work. Though the aeroplane will probably never be so cheap as a bicycle, its price will not be so high as to prevent its use in ordinary everyday life.

If the new sport of aviation about to be inaugurated results in unforeseen inconveniences for those not practising it, it will at any rate relieve the traffic on the highways, making and doing questions, discussed so earnestly at the Paris Congress a few weeks ago. When aeroplanes fitted with motors as trustworthy as automobile motors can rise from the ground without requiring a catapult to start them or a large space of previously prepared ground to get up speed for flight, people will surely go touring and paying visits with their aerial machines as they now do with their motor cars. The revolution the aeroplane will effect must necessarily be much greater than that achieved by the motor car. Warfare seems likely to be one of the first things which will be at least modified by it if it does not succeed in abolishing it altogether. It is no longer excessive to imagine a considerable body of well-armed troops being transported on aeroplanes a long distance over the heads of an army on land, unable to stop them. Even before the time comes for battles in the air the Wright Brothers, and, indeed, most aviators, consider that even their present machines could, in case of war, render most efficient services in scouting, as they are now used for dropping explosives into the midst of an army or on fortification.

Then who would venture to set a limit to the usefulness of the aeroplane in civil life? As I have indicated, no one can yet measure the carrying capacity of the future flying machines. The Egyptian vultures, which utilise the force of the wind to soar into the air after a few violent flappings of their wings, and then remain in the air, circling about, ascending and descending, for hours together, without any perceptible motion of their wings, and consequently without the expenditure of energy or motor power, open up a vista of possibilities which at the present moment seem to belong to the domain of miracles, but which to-morrow may be realised, just as the transmission of sound even by the wireless telephone, is achieved. Several of the modern inventions would have been classed by people of only two generations back among impossibilities. Consequently, if it is impossible to say at the present moment what the aeroplane will be used for, it is equally impossible to say what it will not be used for if crawling on the ground be excepted.

## SELF-DESTRUCTION.

Every so, every thought, every rush of passion, every emotion, every movement of muscle or mind uses up some of the substance of our bodies, just as every step in walking helps to wear out our shoes. Food repairs the loss to some extent, but the power to digest food grows less from year to year with age. That is the reason, sooner or later, we must die. That is the reason, the more you throw away, the sooner you come to the end.

Once more. The great waste, the great thief of life is illness. Then, you may lose in a month what might have lasted a year, and (remember!) not merely of flesh and strength, but of the power to get it back.

Here is where Mother Seigel's Syrup does its wonderful work. It gives you back lost power. Not all of it, for then you could live for ever; but most of it. Convincing proof of this is afforded by the case of Mr. James S. Morton, of 233, Lexington Avenue, Lordship Lane, N., who writes thus on July 17th, 1903: "In the winter of 1890-1, I was engaged upon a very arduous task which sometimes occupied me 18 hours a day, and on three or four occasions right through the night. Before it was completed I began to suffer from biliousness and indigestion. The pain at my chest after eating was unbearable, and my sight was much affected. That winter I was nearly blind, and I was confined to bed. Not until I took Mother Seigel's Syrup did I find any relief. When I had taken about half of the second bottle, the pain after eating was less intense. By the time I had taken eight bottles of the Syrup my ailments had completely left me. Indigestion is now no more to me than a painful memory."

Mother Seigel's Syrup is also prepared in Tablet form, as Mother Seigel's Syrup Tablets. Price 2/6. 67-8

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AS SUPPLIED TO THE HOUSE OF LORDS, AND HOUSE OF COMMONS.

THORNE'S OLD VAT

PER OZ \$15

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN SOLD SINCE 1831.



## SHIPPING.

## ARRIVALS.

ARAGONIA, German str., 5400, Meyer, 10th Dec.—New York 9th Oct., General and Oil—Hamburg—America Line.  
 ASTOR, British str., 3021, D. Maclean, 10th Dec.—Singapore 2nd Dec., General—Butterfield & Swire.  
 CHEONG CHEW, British str., 1232, A. Troan, 9th Dec.—Singapore 28th Nov., General.  
 CHIEHLI, British str., 1143, J. Warrack, 10th Dec.—Haiphong 5th and Hoihow 8th Dec., Rice and General—Butterfield & Swire.  
 CHIUEN, Chinese str., 1133, C. Steward, 10th Dec.—Shanghai 5th Dec., General—C. M. S. N. Co.  
 CLARA JENSEN, German str., 1103, Bendison, 10th Dec.—Haiphong 7th Dec., Coal—Jensen & Co.  
 CLAYDON, British str., 2085, Gutt, 10th Dec.—Cardiff 14th Oct., Coal and Palms Fuel—Doddwell & Co.  
 ICHIA, Italian str., 3481, Belito, 10th Dec.—Bombay 17th, Colombo 21st, Penang 27th and Singapore 30th Nov., General—Carlowitz & Co.  
 NINGPO, British str., 1228, E. Richards, 9th Dec.—Swatow 8th Dec., Ballast—Butterfield & Swire.  
 ZWEN, British str., 941, Ramsay, 10th Dec.—Samarang 29th Nov., General & Sugar—Chinese.

## CLEARANCES.

## AT THE HARBOUR MASTER'S OFFICE.

10th December.  
 Aldenham, British str., for Sydney.  
 Chienyang, British str., for Tientsin.  
 Chienyang, Chinese str., for Canton.  
 Esang, British str., for Shanghai.  
 Fyrlig, Norwegian str., for Saigon.  
 Kungwei, German str., for Swatow.  
 Lokang, British str., for Shanghai.  
 Segovia, German str., for Singapore.  
 Singan, British str., for Saigon.  
 Yenan Maru, Jap. str., for Kutchinotzu.

## DEPARTURES.

10th December.  
 AMARA, British str., for Hongkong.  
 CHOSHUN MARU, Jap. str., for Swatow.  
 HAIMUN, British str., for Swatow.  
 HSINGHANG, Chinese str., for Shanghai.  
 SEGOWIA, German str., for Singapore.  
 SHENGU MARU, Jap. str., for Swatow.

## SHIPPING REPORTS.

The Chinese str. Chienyang reports: Strong gale from N.N.E. to Lamocks, thence moderate weather.

## VESSELS IN DOCK.

December 10th.  
 ABERDEEN DOCK.—Usher, H.M.S. Whiting.  
 Kowloon Dock.—H.M.S. Virago, Himsing, Teintin, Itiky.  
 COSMOPOLITAN DOCK.—

## VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship  
 "LIGHTNING."  
 Captain A. E. Gentes, will be despatched for the above ports TO-DAY, the 11th December, at Noon, instead of as previously advertised. For Freight or Passage, apply to  
 DAVID SASSOON & Co., Ltd.  
 Agents.  
 Hongkong, 10th December, 1908. [1638]

NAVIGAZIONE GENERALE ITALIANA.  
 (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY  
 VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship  
 "ISCHIA."  
 Captain Belito, will be despatched as above on TUESDAY, the 15th Dec., at Noon. For further particulars regarding Freight and Passage, apply to  
 CARLOWITZ & Co.,  
 Agents.  
 Hongkong, 11th December, 1908. [4]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship  
 "TUDOR PRINCE."  
 Captain McDougall, will be despatched for the above ports on WEDNESDAY, the 16th December, 1908.  
 For Freight, apply to  
 ARNHOLD, KARBURG & Co.,  
 Agents.  
 Hongkong, 10th December, 1908. [1557]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"PERSIA."

Captain Bartolo, will leave for the above places on THURSDAY, the 17th inst. P.M. This steamer has capital accommodation for passengers, electric light, carries a doctor and stewardess.

For Freight or Passage, apply to  
 SANDER, WIELER & Co.,  
 Agents.  
 Princes Building.  
 Hongkong, 10th December, 1908. [5]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blako Pier. 3 From Blako Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIO	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & C. VIA USUAL PORTS OF CALL...	DEVANHA	Brit. str.	—	W. Hayward, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	PALEMO	Brit. str.	—	J. B. Ferguson	P. & O. S. N. Co.	About 16th inst.
HAVRE ROTTERDAM & HAMBURG, &c.	SCANDIA	Ger. str.	k.w.	V. Dohren	HAMBURG-AMERICA LINE	On 22nd inst.
MARSEILLES, &c. VIA PORT OF CALL	DUMBEA	Fr. str.	—	Boyer	MESSAGERIES MARITIMES	On 22nd inst., at 1 P.M.
MARSEILLES, HAYRE & C. PENHAGEN.	SIAM	Dan. str.	—	C. D. Bennett, R.N.R.	MELCHERS & Co.	Beginning of January.
MARSEILLES & LONDON VIA POMBAY	MACEDONIA	Brit. str.	—	H. Fraser	P. & O. S. N. Co.	On 23rd inst.
GENOA, MARSEILLES, LONDON & ANTWERP, &c.	HIRANO MARU	Jap. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	On 23rd inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	WAKAPA MARU	Jap. str.	—	C. Anderson	NIPPON YUSEN KAISHA	On 23rd inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	FAO MARU	Jap. str.	—	B. Wilhelm	NIPPON YUSEN KAISHA	On 16th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	GOEBEN	Ger. str.	—	G. Rott	MELCHERS & Co.	On 10th March.
NAPLES, GENOA, ALGIERES, GIBRALTAR, &c.	FRINCHES ALICE	Ger. str.	—	Nitsche	SANDER, WIELER & Co.	About 24th inst.
TRIESTE, &c. VIA SINGAPORE, &c.	E. F. FERDINAND	Brit. str.	—	McDougall	DODWELL & Co., Ltd.	On 18th inst.
NEW YORK	LENNY	Am. str.	—	—	ARNHOLD, KARBURG & Co.	On 16th inst.
BOSTON & NEW YORK	TUDOR PRINCE	Brit. str.	2m.	—	CANADIAN PACIFIC R. Co.	On 19th inst., at 7 A.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	1m.	—	CANADIAN PACIFIC R. Co.	On 2nd March, at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTAGAN	Brit. str.	—	—	DODWELL & Co., Ltd.	On 17th inst.
VICTORIA, B.C., & TACOMA VIA JAPAN	KUMERIC	Brit. str.	—	F. S. Cowley	NIPPON YUSEN KAISHA	On 22nd inst., at 4 P.M.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	TOSA MARU	Jap. str.	—	L. Dawson	NIPPON YUSEN KAISHA	On 24th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str.	1m.	W. W. Sander	MELCHERS & Co.	On 31st inst., at 5 P.M.
AUSTRALIAN PORTS VIA MANILA	HIRKO MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 5th Jan., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 22nd Jan., at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	KUMANO MARU	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	To-morrow, at Daylight
AUSTRALIAN PORTS VIA MANILA	KAWACHI MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	H. Koops	JAVA-CHINA-JAPAN LINE	Quick despatch.
NAGASAKI, KOBE & YOKOHAMA	TIKINI	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	About 10th inst.
JAPAN	DEIZA	Brit. str.	—	M. Winckler	NIPPON YUSEN KAISHA	To-day, at Noon.
SHANGHAI	YOTOMI MARU	Jap. str.	—	Richard	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at D'light
SHANGHAI & KOBE	WAISHING	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at Noon.
SHANGHAI	KWONGSANG	Brit. str.	—	Lee	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at Noon.
SHANGHAI	TINGSANG	Brit. str.	—	Sandback	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at Noon.
SHANGHAI	CHOYSANG	Brit. str.	—	Bradley	HAMBURG-AMERICA LINE	On 17th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	KUTSANG	Brit. str.	—	Barbale	SANDER, WIELER & Co.	On 17th inst., P.M.
SHANGHAI, YOKOHAMA & KOBE	BARCELONA	Ger. str.	k.w.	G. Meiners	MELCHERS & Co.	About 17th inst.
SHANGHAI, YOKOHAMA & KOBE	PABIA	Ger. str.	—	G. M. Mostford, R.N.R.	P. & O. S. N. Co.	About 20th inst.
SHANGHAI, YOKOHAMA & KOBE	DERFFLINGER	Brit. str.	—	Charbonnel	MESSAGERIES MARITIMES	On 21st inst., P.M.
SHANGHAI, TSINGTAU, NAGASAKI, KOBE, &c.	SUDA	Brit. str.	—	—	MELCHERS & Co.	Middle of January.
SHANGHAI, MOJI, KOBE & YOKOHAMA	TOKIN	Front. str.	—	Block	HAMBURG-AMERICA LINE	On 3rd Jan.
SHANGHAI, KOBE & YOKOHAMA	YIDD	Dan. str.	—	Pand-r	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI, YOKOHAMA & KOBE	ANDALUSIA	Brit. str.	k.w.	Brown	MUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	TIPIANAS	Brit. str.	1m.	Y. Katsuki	MUTTERFIELD & SWIRE	On 15th inst., at 8 A.M.
SHANGHAI, YOKOHAMA & KOBE	YOCROW	Brit. str.	—	Sidford	MUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI	JOSHIN MARU	Jap. str.	—	Pashmore	MUTTERFIELD & SWIRE	On 13th inst., at D'light
SHANGHAI	SHOCHUN	Brit. str.	—	Robertson	MUTTERFIELD & SWIRE	On 15th inst., at 10 A.M.
SHANGHAI	HAICHING	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFRAIK & Co.	On 15th inst., at Noon.
SHANGHAI	SHAOHSING	Brit. str.	2 h.	Hodgins	DOUGLAS LAFRAIK & Co.	On 14th inst., at 10 A.M.
SHANGHAI	HAITANG	Brit. str.	—	J. Warrack	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 P.M.
SHANGHAI	CHIEHLI	Brit. str.	—	P. H. Rolfe	SHEWAN, TOMES & Co.	To-morrow, at Noon.
SHANGHAI	YUNSHANG	Brit. str.	—	K. W. Almond	MUTTERFIELD & SWIRE	On 15th inst., at 3 P.M.
SHANGHAI	REDI	Brit. str.	—	A. W. Outbridge	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at 4 P.M.
SHANGHAI	TRAN	Brit. str.	1m.	S. J. Payne	SHEWAN TOMES & Co.	On 19th inst., at Noon.
SHANGHAI	LOONGSANG	Brit. str.	—	E. Rodger	MUTTERFIELD & SWIRE	On 22nd inst., at 3 P.M.
SHANGHAI	ZAFIRO	Brit. str.	—	A. Somerville	MUTTERFIELD & SWIRE	On 18th inst., at 4 P.M.
SHANGHAI	TAMING	Brit. str.	1m.	Mathias	MELCHERS & Co.	Beginning of January.
SHANGHAI	KAIPOING	Brit. str.	1m.	F. Semblil	CANADIAN PACIFIC R. Co.	On 15th inst., at Noon.
SHANGHAI	BOBINO	Ger. str.	—	Delatte	NIPPON YUSEN KAISHA	On 17th inst.
SHANGHAI	IOBIA	Brit. str.	—	E. G. Bent's	DAVID SASSOON & Co., Ltd.	To-day, at Noon.
SHANGHAI	YOSHIO MARU	Jap. str.	—	M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at Noon.
SHANGHAI	LEIGHTING	Brit. str.	—	G. Booker	MUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.
SHANGHAI	NAMANG	Brit. str.	1m.	Zwart	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	KUMINGOW	Brit. str.	—	—	—	—
SHANGHAI	TIPODAS	Dut. str.	—	—	—	—

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Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

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VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
KUMERIC	6,232	F. S. Cowley	On 17th December.
INVERIC	4,789	J. Boyd	On 14th January, 09
BOVERIC	4,445	Mathie	On 11th Feb., 09
SUBERIC	6,235	W. Shotton	On 11th March, 09

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

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 QUEEN'S BUILDINGS.

Hongkong, 2nd December, 1908.

## NORDDEUTSCHER LLOYD. BREMEN

## IMPERIAL GERMAN MAIL

## LINES.

FOR

STEAMERS

TO SAIL

NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN

"GOEBEN" Capt. B. WILHELM

Wed. day, 16th Dec., at Noon.

SHANGHAI, TSINGTAU, NAGASAKI, KOBE & YOKOHAMA

"DERFFLINGER" Capt. G. MEINERS

About Thursday, 17th December.

MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE

"PRINZ WALDEMAR" Capt. W. V. SENDEN

Thursday, 5th Dec., at 5 P.M.

KUDAT & SANDAKAN

"BORNEO" Capt. F. SEMBLIL

Beginning of January, 09

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
 MELCHERS & Co.,  
 GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 10th December, 1908.

## CANADIAN PACIFIC RAILWAY

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LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific in the "EMPERESS LINE," Saving 5 to 10 days' Ocean Travel.

12 DAYS YOKOHAMA TO VANCOUVER.  
 21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration.)

R.M.S. TONS LEAVE HONGKONG ARRIVE VANCOUVER.

"EMPERESS OF INDIA" 6,000 SATURDAY, 19th Dec. 8th Jan. 09

"EMPERESS OF JAPAN" 6,000 SATURDAY, 16th Jan. 5th Feb. 09

"EMPERESS OF CHINA" 6,000 SATURDAY, 13th Feb. 5th March 09

"MONTEAGLE" 6,163 TUESDAY, 2nd March 26th March 09

"EMPERESS OF INDIA" 6,000 SATURDAY, 13th March 2nd April 09

"EMPERESS OF JAPAN" 6,000 SATURDAY, 10th April 30th April 09

"EMPERESS" Steamships will depart from HONGKONG at 7 A.M.

S.S. "MONTEAGLE" 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10.

Intermediate on Steamers £40 " " £42.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First Class only) granted to Missionaries, Members of the Naval Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to—

D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

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## MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI

FOR

STEAMERS

TO SAIL

SHANGHAI, KOBE & YOKOHAMA

"TONKIN" Capt. Charbonnel

On 21st Dec., P.M.

MARSEILLES VIA PORTS

"DUMBEA" Capt. Boyer

On 22nd Dec., 1 P.M.

SHANGHAI, KOBE & YOKOHAMA

"SYDNEY" Capt. Henric

On 4th Jan., P.M.

MARSEILLES VIA PORTS

"ERNEST SIMONS" Capt. Girard

On 5th Jan., 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Ceylon, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27.10s. up to £71.10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT, Queen's Building.

Hongkong, 9th December, 1908.

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# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA Capt. B. W. H. Snow	About 10th Dec.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL.	DEVANHA Capt. W. Hayward, R.N.E.	Noon, 12th Dec.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO PORT SAID and MARSEILLES	PALEOMO Capt. F. B. Fergusson	About 16th Dec.	Freight only.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SUNDA Capt. G. M. Montford, R.N.E.	About 20th Dec.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 8th December, 1908.

# CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW and SHANGHAI	"SHAOSHING"	On 11th Dec., 10 A.M.
AMOY and SHANGHAI	"SZECHUEN"	On 12th Dec., 4 P.M.
HOIHOW and HAIPHONG	"CHIHLI"	On 14th Dec., 10 A.M.
MANILA	"TEAN"	On 15th Dec., 4 P.M.
NINGPO and SHANGHAI	"YOHOW"	On 15th Dec., 4 P.M.
SAMARANG and SOERABAYA	"KUEICHOW"	On 17th Dec., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 18th Dec., 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 18th Dec., 4 P.M.
MANILA	"TAMING"	On 22nd Dec., 3 P.M.

MANILA STEAMERS &amp; TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports. SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports. REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage apply to—  
BUTTERFIELD & SWIRE,  
AGENTS  
Hongkong, 10th December, 1908.

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI	"WAISHING"	Friday, 11th Dec., Noon.
MANILA	"YUENSANG"	Friday, 11th Dec., 4 P.M.
SHANGHAI	"KWONGSANG"	Sunday, 13th Dec., Daylight
SHANGHAI	"TONGSANG"	Tuesday, 15th Dec., Noon.
SHANGHAI	"CHOYSANG"	Wed., 16th Dec., Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUTSANG"	Wed., 16th Dec., Noon.
MANILA	"LOONGSANG"	Friday, 18th Dec., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Monday, 21st Dec., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG" and "FOOSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light. Taking Cargo on through Bills of Lading to Yangtze Ports, Chifu, Tientsin &amp; Newchwang. Telephone No. 61.

For Freight or Passage, apply to  
JARDINE, MATHESON & CO., LTD.,  
GENERAL MANAGERS.  
Hongkong, 11th December, 1908.

# DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAICHING"	AMOY & FOOCHOW.	SUNDAY, 13th Dec., at Daylight
"HAIMUN"	SWATOW	SUNDAY, 13th Dec., at 10 A.M.
"HAIYANG"	SWATOW, AMOY & FOOCHOW.	TUESDAY, 15th Dec., at Noon.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—  
DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 11th December, 1908.

# HAMBURG-AMERIKA LINIE HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

Taking Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

FOR SHANGHAI, YOKOHAMA &amp; KOBE:

S.S. BARCELONA	17th Dec.
S.S. ANDALUSIA	3rd Jan. 09
S.S. SLAVONIA	17th Jan. 09
S.S. SAXONIA	27th Jan. 09
S.S. SPEZIA	8th Febr. 09

FOR HAVRE, ROTTERDAM &amp; HAMBURG:

S.S. SCANDIA	22nd Dec.
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Further Particulars, apply to—  
HAMBURG-AMERIKA LINIE,  
Hongkong, 30th November, 1908.

Hongkong Office.



# HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 12th Dec., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 19th Dec., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,  
GENERAL MANAGERS.

Hongkong, 7th December, 1908.

# NIPPON YUSEN KAISHA.

EXTRA SAILING EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.

The Co.'s Newly Built Passenger Steamer

## "HIRANO MARU."

(Sister ship to the well-known "KAMO MARU," 9,000 tons reg., Captain H. Fraser, will be despatched as above on WEDNESDAY, the 30th DECEMBER, at Daylight. Every known comfort provided on board for travellers: First-class staterooms amidships comprising ordinary Two Berth Cabins, Single Berth Cabins and Full Suite. Elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewardess. Unexcelled service. Cheapest passage rates to Europe and around-the-world.

For further particulars apply to—

NIPPON YUSEN KAISHA.  
[1599]

Hongkong, 24th November, 1908.



# NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	WAKASA MARU Capt. N. Nielsen	6265	WED'DAY, 23rd Dec., at Daylight
COLOMBO and PORT SAID	SADO MARU Capt. Geo. Anderson	6227	WED'DAY, 6th Jan., 09 at Daylight
VICTORIA, B.C. and SEATTLE via SHANGHAI	TOGA MARU Capt. J. Nogi	5828	TUESDAY, 22nd Dec., at 4 P.M.
MOJI, KOBE, YOKOHAMA and YOKOHAMA	SHINANO MARU Capt. K. Kawara	6388	TUESDAY, 5th Jan., 09 at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. A. E. Meese	5539	THURSDAY, 24th Dec., at Noon
SHANGHAI and KOBE	KUMANO MARU Capt. N. Mathieson	5076	FRIDAY, 22nd Jan., 09 at Noon
KOBE and YOKOHAMA	TOTOMI MARU Capt. M. Winkler	3412	FRIDAY, 11th December
BOMBAY via SINGAPORE and COLOMBO	KAWACHI MARU Capt. H. Petersen	6101	SATURDAY, 12th Dec., at Daylight
NAGASAKI, KOBE and YOKOHAMA	YEBOSHI MARU Capt. B. Kon	3798	THURSDAY, 17th December
	KUMANO MARU Capt. N. Mathieson	5076	WED'DAY, 23rd Dec., at Noon

\* Omitting Yokohama.

† Fitted with Marconi's System of Wireless Telegraphy. ‡ Cargo only. † Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For Further information as to Freight, Passage, Sailings, &amp;c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 10th December, 1908.

T. KUSUMOTO,  
MANAGER.

# EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK.

## SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE and COPENHAGEN	"SIAM"	Beginning of Jan. 09
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	Middle of Jan. 09

For Further Particulars apply to  
Hongkong, 10th December, 1908.MELCHERS & CO.,  
AGENTS.

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAPAN	First half of Dec.	JAVA	First half of Dec.
TJIPANAS	JAVA	First half of Dec.	SHANGHAI	First half of Dec.
TJILIWONG	JAPAN	First half of Jan.	JAVA	First half of Jan.
TJIKINI	JAVA	First half of Jan.	JAPAN	First half of Jan.
TJIMAH	JAVA	First half of Jan.	SHANGHAI	First half of Jan.
TJILATJAP	JAVA	First half of Febr.	SHANGHAI	First half of Febr.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.  
Hongkong, 1st December, 1908.

Telephone No. 375.

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# PENINSULAR & ORIENTAL STEAM NAVIGATION COY.

## S.S. "MACEDONIA."

10,500 TONS.

CAPTAIN C. D. BENNETT, R.N.E.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 20th, 1909, STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

MARSEILLES - - - - - APRIL 17th.  
LONDON - - - - - APRIL 24th.

FARES TO LONDON:—

1st SALOON	£71.10	SINGLE	£105.14	RETURN.
2nd	£48.8		£72.12	

For further Particulars apply to—

E. A. HEWETT,  
SUPERINTENDENT.  
[1600]

Hongkong, 24th November, 1908.

PASSENGER SEASON 1909.

# IN 25 DAYS TO ITALY

BY THE

## MAGNIFICENT N.D.L. LINERS:

Tons Reg.

"PRINZESS ALICE"	10,911	ON MARCH 10th.
Capt. G. Rott.		
"KLEIST"	9,000	ON MARCH 24th.
Capt. R. Meyer.		
"PRINZ LUDWIG"	9,630	ON APRIL 7th.
Capt. F. v. Binzer.		

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS.

Early booking recommended.

For Particulars, apply to—

MELCHERS & Co.,  
GENERAL AGENTS.

Hongkong, 1st December, 1908.

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# SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE  
BETWEEN  
CHINA AND EUROPE VIA DAIREN (DALNY).

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "KORE MARU" (2877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luxe).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Kwanchengtzun (in connection with Siberian Express trains at Harbin) by a train composed of excellently equipped Sleeping, Dining and first-class Cars expressly built for the Company by the Pullman Car Co.

BRANCH RAILWAY LINES:

RYOJUN LINE—For Ryojun (Port Arthur), 2 hours from Dairen.  
YINGKOU LINE—For Yingkou (Newchang), 4 hours from Tieliehiehiao Junction.  
FUSHUN LINE—For the famous Fushun Collieries from Suchuan Junction.  
ANTUNG-HAIEN LINE—A light railway from Mukden to Antung-Hsien connecting with the Korean Government Railway.

RAILWAY HOTELS—"YAMATO" HOTEL (Tel. Add.: "Yamato").

At DAIREN (Dalny), PORT ARTHUR and CHANGCHUN (KWANCHENG TZU), all managed by the Company and provided with every convenience, luxury, and comfort.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.  
Tel. Add.: "MANTETSU." Codes: A.B.C., 5th Ed., A.I. and Lieber's. [1303]

# THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged.

Head Office for the Far East—  
16, DES VŒUX ROAD,  
HONGKONG.Japan Office:  
14, WATER STREET,  
YOKOHAMA.

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# OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMSU via SWATOW	"JOSHIN MARU"	TUESDAY, 15th Dec., at 8 A.M.
& AMOY	Capt. Y. KASURAKI	

\* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 10th December, 1908.

T. ARIMA, Manager.

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Time of clearing mails at Shanghai via Daire and Siberia

The *Express of India*, with the Canadian mail left Shanghai on Tuesday, the 8th inst., at 8 p.m. and may be expected here to-day.

<i>Choyang</i> .....	Wednesday, 16th,	11.00 A.M.
<i>Kueichow</i> .....	Thursday, 17th,	8.00 A.M.
<i>Loongsang</i> .....	Friday, 18th,	3.00 P.M.
<i>Kuifang</i> .....	Friday, 18th,	8.00 P.M.
<i>Taiwan</i> .....	Friday, 18th,	3.00 P.M.
<i>Empress of India</i> ..	Friday, 18th,	6.00 P.M.

December 10th.

Quotations are :—			
Malwa New	...	\$1.180	per picul
Malwa Old	...	\$1.190	" "
Malwa Older	...	\$1.200	" "
Malwa V. Old	...	\$1.220	" "
Persian fine quality	...	\$850	" "
Persian extra fine	...	\$950	" "
Patna New	...	\$1.090	per chest
Patna Old	...	\$1.125	" "
Benares New	...	\$1.015	" "
Benares Old	...	—	" "

**Номинируемые.**

Mr. P. R. Adams	Mr. & Mrs. G. I. Mackley
Mr. A. R. Allen	Miss K. Massey
Miss M. L. Baldwin	Mrs. A. B. McAlloch
Mr. G. Bertram	Mrs. G. C. McIntosh
Dr. G. D. B. Black	Dr. G. W. McKeon
Mr. W. Steele-Boyce	Mrs. & Mrs. Meggie
Mrs. & Mrs. W. Bramwell	Mrs. & Mrs. D. F.
Mr. & Mrs. Chilverini	Mr. Osborn
Mr. H. M. Clark	Mr. & Mrs. C. C.
Mr. H. B. Collins	Osborne
Mrs. G. L. Cooden	Mr. B. L. Fackler
Mr. H. H. Crook	Mrs. A. W. J. Feake
Mr. J. S. O. Dubie	Dr. and Mrs. W. W.
Mrs. O. P. Downing	Pearse
Mrs. O. P. Downing	Dr. and Mrs. d
Mr. & Mrs. T. F. Elliot	Fadings
Messrs. Elliot	Mr. N. Poterom
Dr. K. Ellis	Mr. L. B. Phlype
Mr. F. Eason	Mr. E. D. Ray
Mr. J. Evers	Major & Mrs. B. B. Ra
Mr. and Mrs. J. T.	Mr. W. V. Robinson
Fitzgerald	Mrs. R. Rodger & child
Mrs. L. B. S. Forster	Mr. J. E. Rodler
Mr. G. Francis	Mr. W. Rodler
Mr. W. Editt	Mrs. & Mrs. A. Folsaef
Dr. Doman Fuller	Mr. P. Schuother
Capt. T. A. Hall	Mr. W. Schorff ion
Mrs. A. Henderson	Mr. C. W. Smith
Hon. Mr. E. A. Hewitt	Mr. J. S. Sittles
Mr. H. H. Hoyt	Mr. W. T. Stabing
Mr. V. Binn Hoyt	Mr. W. W. Stoen
Capt. R. James	Mr. A. M. Stoney
Mr. L. J. Jones	Mr. B. P. Thomas
Mr. J. Lancaster	Judge and Mrs. S. J. E
Mr. J. P. Lawler	reedy
Mrs. C. H. Layson	Mr. D. Umensta
Mr. & Mrs. E. C. Layton	Mr. C. Wallach
Mr. L. Leibelack	Mr. F. C. Waterbury
Mr. & Mrs. G. Warner	Mr. W. W. West
Mr. L. L. Webb	Mr. W. H. White
Mr. & Mrs. E. J. Loin's	Mr. L. Wilson
Miss Louis	Mrs. S. Wolff
Mr. Francis Lovell	Mr. J. D. Woods

Mr. G. E. Allen	Mr. & Mrs. J. Macdonald
Mr. & Mrs. L. F. Bailey	Dr. M. Mahlo
Mr. & Mrs. F. Benson	Dr. H. J. Marling
Mr. H. Briggs	Mr. T. D. McKay
Mr. G. K. Kewenig	Mr. E. N. Mody
Mr. G. K. Burgess	Mrs. E. D. Morgan
Mr. G. K. Burns	Mr. D. D. Nicolson
Sir James and Lady	Capt. & Mrs. W. C.
Erskine	Pearsons
Mrs. Fehreite	Comd. & Mrs. J. Ike
Dr. Feibus	Major Priety
Comdr. & Mrs. Grenfell	Mr. & Mrs. A. E. Robinson
Mr. E. Hare	and child
Mr. & Mrs. H. H. Hinton	Mr. E. W. J. J. J. J. J.
Mr. Geo. Harison	Mr. & Mrs. B. Silveston
Mr. J. H. Hermann	Mr. T. Stinner
Mr. & Mrs. H. H. H. H.	Mrs. A. G. Smith
Mr. & Mrs. In enohi	Mrs. A. Squire
Mrs. J. H. In enohi	Mr. E. W. Stevenson
Mr. J. H. Keith	J. H. W. Finson
Dr. F. K. Kold	Mr. H. Stirling
Mr. & Mrs. K. K. K.	Mr. & Mrs. Thompson
Dr. W. R. Lamo	Mrs. M. M. Thompson
Mr. & Mrs. E. L. L.	Miss I. E. Wilcox
Mr. & Mrs. A. C. Little	

Mr. E. Arndt	Mrs. Denny's child & nurse
Capt. H. Beasley, B.A.	Mr. F. Sydenham Dixon
Mrs. H. Beasley	Miss O. Dixon
Mr. F. Bevington	Mr. K. Fround
Mr. J. I. B. Brast	Miss G. G. Harris
Mr. & Mrs W. L. Carter	Mr. H. M. Hunt
Admiral & La. G Cooper	Mr. A. Scholer
Mr. & Mrs. A. B. Craggs	Mr. E. A. ...
Mr. Crookshank	Mr. H. Langstaff
Mr. & Mrs. C. Cushing	Mr. H. S. Morrison
Mr. & Mrs. K. L. Denny's	Mr. & Mrs. James Reid
Mr. K. R. Denny's	Mr. G. Sachs
Miss Denny's	Miss K. Sachs
	Mr. K. B. Williams

Mr. & Mrs. J. I. Andrew	Mr. & Mrs. Mensing &
Miss Andrew	child
Mr. Wm. L. Boyce	Mr. Amédée Ohl
Mr. F. T. Chappie	Mr. W. Pingle, jr
Mr. F. Currie	Mr. H. W. Robjohn
Mr. G. Curry	Mr. Rowley
Mrs. Gaertner & child	Mr. R. Taylor
Mr. F. Kayt	Mr. Thompson
Mr. Lennox	Mr. C. H. Tricker
Mr. B. A. Lowry	Mr. A. Uebmann
Mr. McOstrich	Mr. Whitton & child

Hongkong, December 10th.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	Rs 200	Nominal.
Banks—		
Hongkong & S'nal.	\$125 1/2	\$380, sellers
National B. of China	25	\$51, buyers
Bell's Amboise E. A.	6d.	\$8, buyers
China-Borneo Co.	312	\$11, sellers
China Light & P. Co.	\$10 1/2	\$24, sellers
China Provident	\$10	\$9.75, buyers
Cotton Mills—		
Ewo.	Fls. 50	Fls. 70, buyers
Hongkong	100	\$10, sellers
International	Fls. 75	Fls. 55, buyers
Laou Kung Mow	Fls. 100	Fls. 72 1/2, sellers
oyechoe	Fls. 500	Fls. 240, buyers
Dairy Farm	16	\$22 1/2.
Docks and Wharves—		
H. & K. Wharf & G.	\$50	\$44, sellers
H. & W. Dock	\$50	\$91, sellers
W. Amoy Dock	\$93	\$94
Shanghai Dock	Fls. 100	Fls. 70, sellers
S'nal & H. Wharf.	Fls. 100	Fls. 143.
Fenwick & Co., Geo.	\$25	\$12, sellers
Green Island Cement.	\$10	\$10, sellers
Hongkong & C. Gas.	216	\$100, buyers
Hongkong Electric	310	\$18, buyers
Hongkong Hotel Co.	\$50	\$80, bu ora
Hongkong Ice Co.	\$25	\$220, sellers
H.K. Milling Co., Ltd.		
in liquidation	\$100	Nominal.
Hongkong Rope Co.	\$10	\$24.
Insurances—		
Canton	\$50	\$165, sellers
China Fire	\$25	\$107, as es
China Traders	\$25	\$24
Hongkong Fire	\$55	\$55, sellers
North China	25	Fls. 100, buyers
Union	\$100	\$320, buyers
Yangtze	\$50	\$100.
Land and Building—		
Hongkong Land Inv.	\$100	\$93, sellers
Humphrey's Estate	\$10	\$94
Kowloon Land & B.	\$20	\$33.
Shanghai Land	Fls. 50	Fls. 110 1/2
West Point Building	\$50	\$46, sellers
Mining—		
Charbonnages	Feb. 250	\$350, buyers
Rails	18/10	\$79, sales & buy
Peak Tramways	\$1	\$12.
Philippine Co.	\$10	\$5, sellers
Refineries—		
China Sugar	\$100	\$112 1/2.
Linson Sugar	\$20	\$20, sellers
Robinson Piano Co.	\$50	\$50.
Steamship Companies		
China Mail	\$25	\$14, sellers
Douglas Steamship	\$50	\$52, buyers
H. Canton & M.	\$15	\$224, sellers
Indo-China S.N. Co.	25	\$157, sellers
Shell Transport Co.	21	\$7.
Star Ferry	\$10	\$24.
Do. New	\$5	\$15, buyers
South China M. Post	\$25	\$24, buyers
Boats Landry Co.	\$5	\$5, sellers
Stores & Dispensaries		
Campbell, M. & Co.	\$10	\$9, sellers
Rowell & Co., Wm.	\$7	\$4, sellers
Watkins	\$10	\$24, sellers
Watson & Co., A. S.	\$10	\$9, buyers
Weissmann, Ltd.	\$10	\$120.
United Asbestos	\$4	\$12 1/2.
Do. Founders	\$10	\$20.
Union Waterboat Co.	\$10	\$10, buyers

## HONGKONG TIDE TABLE

From December 11th to 17th, 1908.						
HIGH WATER.				LOW WATER.		
Days of Week.	Day of Month.	Hongkong Mean Time.	Height.	Hongkong Mean Time.	Height.	
Fri.	11	h. m.	ft. in.	h. m.	ft. in.	
		1 4	4 7	12 1	4 1	
Sat.	12	10 43	4 7	12 1	4 1	
		1 14	4 5	12 5	4 3	
Sun.	13	11 5	4 4	1 7	4 3	
		1 13	4 3	1 13	4 3	
Mon.	14	11 58	4 3	1 13	4 3	
		1 28	4 2	1 28	4 2	
Tues.	15	m. 0 19	4 0	1 51	4 1	
		5 19	4 0	1 51	4 1	
Wed.	16	1 13	4 0	2 9	4 0	
		5 57	4 0	2 25	4 0	
Thurs.	17	2 5	3 8	12 31	4 0	
		5 4	3 8	12 31	4 0	

**REGISTER.**

Hongkong Observatory, December 10th			
	Previous Day 25 & 6 p.m.	On 10th at 10 a.m.	On 10th at 2 & 6 p.m.
Barometer .....	30.17	30.23	30.13
Temperature .....	55	80	84
Humidity .....	88	71	61
Wind Direction .....	N	N	N
Force .....	2	2	2
Weather .....	cd	0	0
Rain .....	—	0.24	—

Highest open air Temperature on 9th .....	53
Lowest open air Temperature on 9th .....	52

# JOHNSTON

**SQUADRE**



**SHIPPERS**  
**CUTLER, PALMER & Co., LONDON**

**AGENTS**  
**LANE, CRAWFORD & Co.,**  
**HONGKONG** [52]

\_\_\_\_\_

STEAMERS.

ALDENHAM, British str., 3,808, St. George, 7th Dec.—Japan, Yokohama November, and Kobe 2nd Dec. General—Gibb, Livingston & Co.

BAN-TAN, American str., 325, D. Fr. Fabrigier, 5th Nov.—Manila 2nd Sugar—Order.

C. DIERPEDIJSEN, German str., 1,064, 9th December—Haiphong 6th Dec and General—Jelssen & Co.

CHINA, American str., 3,186, D. E. Fri Dec.—San Francisco 3rd Nov. Me General—P. M. S. S. Co.

CHIPSINGH, British str., 1,199, F. Moon Dec.—Hankow 2d Nov., General—P. M. S. S. Co.

DENRIGHESIE, British str., 2,489, D. 4th December—Shanghai, 1st Dec. General—Shewan, Tomes & Co.

ESANG, British str., 1,127, Meyerick, 5th Dec. Newchwang and Dalny 24th Nov. Beans—Jardine, Matheson & Co.

FEI, Norwegian str., 860, C. Wagle, 17 Dec.—Manila 13th November, Bullant-Thoresen & Co.

FRIEDHOFF, Norwegian str., 891, Andersen, Dec.—Qingyong 29th Nov., Li Shing Ansgard, Thoresen & Co.

GREGORY AFRIC, British str., 2,961, Belson, 5th Dec.—Singapore 27th General—David Sassoon & Co.

HAICHING, British str., 1,138, W. C. P. 9th Dec.—Fochow, and Amoy 7 General—Douglas Laprak & Co.

HANGCHOW, British str., 999, Mawley, —Shanghai and Swatow 3rd Dec., —Butterfield & Swire.

HILARY, German str., 1,276, Hatje, 4th Dec.—Hankow 25th November, Coal—Wieler & Co.

HINSLANG, British str., 1,526, A. Sm. Nov.—Samarang 16th November, Jardine, Matheson & Co.

HONGKONG, French str., 742, Cor 8th Dec.—Haiphong 1st and Hong Dec., General—A. E. Marty.

JONAWANDA, British str., 2,183, Tr Dec.—Haiphong 4th December, 1 Standard Oil Co.

KEONGWAI, German str., 1,115, T. Kol Dec.—Bangkok via Paghin 21 General—Butterfield & Swire.

KOHSICHANG, German str., 1,292, C. R. 5th Dec.—Bangkok 19th Nov. Timber—Butterfield & Swire.

KWONGKANG, British str., 1,428, Palmer 8th Dec.—Shanghai and Swatow 7 General—Jardine, Matheson & Co.

KWANGLEE, Chinese str., 1,487, R. 5th Dec.—Shanghai 2nd Dec., G. C. M. S. N. Co.

LABETTE, British str., 1,340, C. H. E. 4th Dec.—Saigon 25th Nov., G. China.

LEHNOK, British str., 2,361, F. M. N. Nov.—Shanghai 13th Nov. G. C. P. E.

LIGHTNING, British str., 2,122, A. E. E. 3rd Dec.—Singapore 25th Nov. General—David Sassoon & Co.

LOKANG, British str., 978, G. H. Bow Dec.—Chefoo 28th Nov., Beans—Matheson & Co.

LUCHOW, British str., 1,216, Bader Dec.—Wuhu 30th Nov. and Chinkiang December, General—Butterfield & Swire.

MAHARAJA, British str., 2,750, J. Saunders, 7th Dec.—San Francisco Nov., Mail and General—P. M. S. Co.

MARIE, British str., 1,169, Christian Dec.—Newchwang and Chefoo 5 General—Jelssen & Co.

MERAPI, Dutch str., 1,598, E. Udall, —Samarang, 16th Nov. Sugar—C.

PITSANULOK, German str., 1,267, D. 7th Dec.—Bangkok 25th Nov. 1 Meal—Butterfield & Swire.

PRAMER, Norwegian str., 1,028, 11th Dec.—Wang 27th M. Swatow 5th Dec. Hamburg—Amoy—Chinkiang 1st Dec., General—

QUINTA, German str., 987, F. Frähn, —Chinkiang 1st Dec., General—

RUBI, British str., 1,619, R. W. Almd Dec.—Manila 5th Dec., General—Thomos & Co.

SHAOSHING, British str., 1,307, Mol Dec.—Shanghai 2nd Dec., General—terfield & Swire.

SIMONGAN, Dutch str., 1,200, Vos, 6th Singapore 26th Nov., General—Co.

SINGAPORE, British str., 2,477, F. Jamieson Dec.—Haiphong and Hoihow 5 Bales and Live stock—Butterfield & Swire.

SUTTON VAN LANGKAT, Dutch str., 1,187, 7th Dec.—Nagasaki 28th Ballast—Asiatic Petroleum Co.

SUNGKILANG, British str., 896, Pem 25th Nov.—Hilo 21st November, Butterfield & Swire.

SWANLEY, British str., 2,988, W. E. 15th Nov.—Chingwangtso 9th Nov.—Shewan Tomes & Co.

SYZEBRON, British str., 1,157, Sidg Nov.—Chefoo 25th Nov., General—

TAKASAKI MARU, Jap. str., 3,000, A. 28th Nov.—Bombay and Singapore Nov., General—Nippon Yusen Ka TAMIING, British str., 1,360, A. Somers Dec.—Manila 1st Dec., General—Self & Swire.

TARANG, British str., 87, Oliver, 7th Palan Island 15th November, Iron Lammert.

TIMORING, British str., 1,045, B. Y. 7th Dec.—Wuhu 2nd Dec., Kice—Matheson & Co.

TIJERDAS, Dutch str., 2,953, F. Z. Dec.—Moji 29th Nov., Coal—Japan Lijn.

TIJFANAS, Dutch str., 2,444, A. W. I. 6th Dec.—Palos Laret 29th Nov., —Java—Cline Japan Lijn.

USHER, British str., 2,350, Perry, 27th Manila 23rd October, Ballast—Ma WANGHONG, British str., 1,170, W. H. 5th Dec.—Chinkiang 4th Dec., G. Jardine, Matheson & Co.

YEHAN MARU, Japanese str., 2,329, A. Dec.—Kuchinojima 2nd Dec., Coal—Bussan Kaisha.

YUENSHANG, British str., 1,128, P. E. 7th Dec.—Manila 4th Dec., G. Jardine, Matheson & Co.

SAILING VESSELS.

DAYLIGHT, British barque, 3,060, M. 9th October—Yokohama 19th Sep. Ballast—Standard Oil Co.

**JAPAN STATION**

AUSTRIAN.

Kaiser Franz Josef I. Austrian cruiser, 4,300  
Linienschiffkapitän Wilhelm Pachatz  
Northern Waters

FRENCH.

Achéron, armoured gunboat, 1,830 tons, 9 guns,  
1,700 h.p., Lieut. Bertrand, Saigon  
Alger, 2nd class cruiser, 4,320 tons, 22 guns,  
5,100 h.p., Commander Fournier, H'kong  
Alouette, gunboat, 508 tons, 7 guns, 400 h.p.  
Commander Badin, Saigon  
Argis, river gunboat, 180 tons, 6 guns, 570 h.p.  
Lient. Andouard  
Balonnette, gunboat, 170 tons, Reserve, Saigo  
Bouclier, gunboat, 140 tons, Reserve, Saigon  
Bruix, armoured cruiser, 4,800 tons, 16 guns,  
5,800 h.p., Capt. Rochas  
Cimetière, gunboat, 400 tons, Reserve, Saigon  
Comète, gunboat, 500 tons, 6 guns, 500 h.p.  
Capt. L. Gervais, Saigon  
Coronade, gunboat, 184 tons, Reserve, Saigon  
Décidée, gunboat, 630 tons, 10 guns, 900 h.p.  
Lieut. de Linares, Shanghai  
D'Entrecasteaux, 1st class armoured cruiser,  
8,200 tons, 28 guns, 13,500 h.p., Captain  
Thibault, Shanghai  
Estec, gunboat, 141 tons, Reserve, Haiphong  
Estrugon, sub-marine, 70 tons, 60 h.p., Lieut.  
Combet, Saigon  
Fronda, destroyer, 300 tons, 7 guns, 6,300 h.p.  
Saigon  
Hem de terre, river gunboat, 150 tons, 6 guns,  
153 h.p., Haiphong  
Jaquuin, gunboat, 800 tons, Reserve, Haiphong  
Lion, gunboat, 500 tons, Reserve, Saigon  
Lynx, sub-marine, 70 tons, 6 h.p., Lieut. Mar  
Saigon  
Manche, surveying-ship, 1,825 tons, 10 guns,  
900 h.p., Commander Ragot de la Touche  
Saigon  
Mouquet, destroyer, 300 tons, 7 guns, 6,30  
h.p., Commander de la Roche Keradec  
Saigon  
Olyx, river gunboat, 170 tons, 6 guns, 500 h.p.  
Lieut. de Mauldeville, Upper Yangtze  
Peiho, river gunboat, 180 tons, 4 guns, 280 h.p.  
Lieut. Fuch, Tongku  
Perle, sub-marine, 70 tons, 60 h.p., Lient. Mo  
nier, Saigon  
Pistolet, destroyer, 300 tons, 7 guns, 7,000 h.p.  
Commander Mortenol, Hongy  
Protée, sub-marine, 70 tons, 60 h.p., Lieut.  
Morris, Saigon  
Redoutable, battleship, (reserve), 9,300 tons,  
37 guns, 6,200 h.p., Capt. Dronet, Saigon  
Styx, armoured gunboat, 1,800 tons, 8 guns,  
1,600 h.p., Lieut. Seriot, Saigon  
Tahang, steam-launch, Upper Yangtze  
Tahon, destroyer, 300 tons, 6 guns, 6,500 h.p.  
In Kaseow, Saigon  
Yauban, torpedo-depot, Commander Morten  
Hongy  
Vétéran, torpedo-depot, Lient. Bihel, O  
Saint-Jacques  
Vigilante, river gunboat, 180 tons, 6 guns, 7 h  
Lieut. Demonlin, Sikiang  
Vipère, gunboat, 475 tons, Reserve, Saigon

GERMAN.

Aroons, cruiser, 2,719 tons, Captain von Hipp  
Amoy  
Furst Hismarck (flagship), 11,000 tons, 36 gu  
14,000 h.p., Konter-Admiral Coepke  
Shanghai  
Ilia, gunboat, 1,000 tons, 10 guns, 1,900 h.p.  
Captain Luns  
Jaguar, gunboat, 900 tons, 10 guns, 1,800 h.p.  
Captain Graf von Posadowsky-Wehner  
Leipzig, cruiser, Captain Engel  
Luchs, gunboat, 850 tons, 10 guns, 1,844 h.p.  
Captain Böhlen  
Nioba, cruiser, Captain Langsmak  
Singapore, gunboat, 800 tons, 10 guns, 1,800 h.p.  
Captain v. Knebel  
Tinghsu, gunboat, 170 tons, 5 guns, 1,600 h.p.  
Captain Ross  
Vaterland, gunboat—tons, 3 guns, 500 h.p.  
Captain Toussaint  
Vorwärts, gunboat, First Lieut. Reobers

ITALIAN.

Vesuvio, cruiser, 2,100 tons, Baron de Sai  
Pierre

PORTUGUESE.

Rio Lima, cruiser, 720 tons, 7 guns, Macao

UNITED STATES.

Barry, destroyer, 420 tons, Ensign David Lyon  
Cavite  
Callao, gunboat, 243 tons, Lt. Guy Whitlock  
Hongkong  
Chamorro, gunboat, 420 tons, Lt. Frank  
McGarry, Cavite  
Chatanooga, cruiser, 3,200 tons, Command  
R. C. Smith, Swatow  
Cleveland, cruiser, 3,200 tons, Command  
J. T. Newton, Cavite  
Colorado, armoured cruiser, 15,680 tons, Capta  
S. H. Staunton, Cruising  
Concord, gunboat, 1,710 tons, Commander  
H. Sears, Shanghai  
Dale, destroyer, 420 tons, Ensign G. V. Stewar  
Cavite  
Despatch, destroyer, 420 tons, Ensign O. V.  
Nimble, Cavite  
Denver, cruiser, 3,200 tons, Commander V  
Capepon, Shanghai  
Grafton, cruiser, 3,200 tons, Commander  
B. W. Hodgkin, Manila  
Helen gunboat, 1,392 tons, Commander R. B.  
Hughes, Shanghai  
Maryland, armoured cruiser, 15,680 tons, Cap  
C. Thomas, Cruising  
Mohican, (station ship), Lieut.-Commander-  
L. Miller  
Monadnock, monitor, 4,000 tons, Lt. Comma  
de Miller, Olongapo  
Monterey, monitor, 4,000 tons, Lt. D. W. Tod  
Olongapo  
Pennsylvania, armoured cruiser, 13,630 tons  
Capt. Ward, Cruising  
Quincy, gunboat, 350 tons, Lt. H. P. Perrie  
Yangtze  
Rainbow, (Bear-Admiral) Hampshire's flag ship  
Comdr. E. E. Wright, Shanghai  
Villalobos, gunboat, 370 tons, Lt. A. Andrew  
Hongkong  
Wilhelmsburg, gunboat, 1,800, Comdr. W. Bus  
Hongkong

1. NAME \_\_\_\_\_

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### VESSELS EXPECTED.

The N.Y.K. str. *Kawachi Maru* (European Line) left Singapore for this port on the 4th inst. and is expected here to-day.

mouthshire, Polynesien, Ellen Rickmers, Hyson  
Nyanza, Silesia (Aus.) 9th—Benlarig, Glen  
lochy, Indrami, P. E. Friedrich.

**ARRIVALS AT HOME.**

Dec. 8th—*Brasilia, Hilacki Maru, Ping Suey*

ON SALE.

**P**OUND VOLUMES of the *HONGKONG*

**D** WEEKLY PRESS. January to June 1908. With INDEX. Price \$7.50.  
On sale at the "HONGKONG DAILY PRESS" Office.  
Hongkong, 23rd July, 1908.